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Hongkong Sunday Herald.

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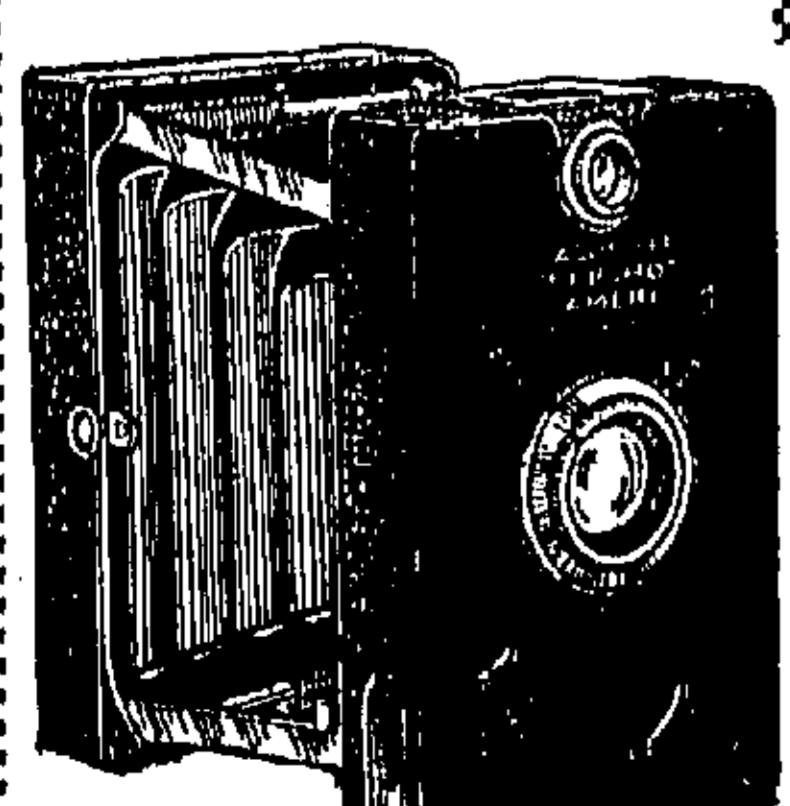
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BOXING TOURNAMENT**RESULT OF LIGHTWEIGHT CHAMPIONSHIP****POPULAR DECISION****An Immediate Challenge to the Victor****"SUFFOLK" MAN COMES FORWARD**

The light weight championship of the Colony was won by A.B. Davies of H.M.S. "Hermes" at the City Hall last night when he fought Ldg.-Smn. Hall of H.M.S. "Titania" in the fourth tournament of the Hong Kong Boxing Association's present season. It was a good game fight and the better man won.

Through the "Sunday Herald" A.B. White, of H.M.S. "Suffolk," who weighs around 130 lb., issues a challenge to the winner of last night's Championship bout.

HOW THE BELT WAS WON**The Curtain Raiser**

The curtain raiser was a six-round featherweight bout between A.B. Adams of H.M.S. "Bruce" (126 lb.) and Sto. Walters of H.M.S. "Hermes" (124 lb.).

There was not much science about either men, but they were willing sloggers right from the start. Walters landed a lucky blow in the second round and, following up his advantage, knocked out his opponent with a series of blows to the head.

Friend v. Odell

Two game little lightweights came together in the next bout. These were A.B. Friend, of H.M.S. "Titania" (126 lb.) and Sto. Odell, of H.M.S. "Hermes" (129 lb.), who made a lot of friends when he appeared in the last tourney.

The distance was six-rounds.

Both exchanged hefty blows right from the word "go." In the second round Odell was too eager, and ran into a straight right to the jaw, which dropped him for a count of eight. He fought on gamely, however, and took a lot of punishment. Although still on the receiving end, Odell improved in the fifth and sixth rounds and hit his man a little oftener.

He could not make up for Friend's lead, however, and the latter won on points.

De Bell v. Trimming

The third bout was also a six-round and a fine scrap was put up by two middleweights—A.B. De Bell of H.M.S. "Bruce" (152 lb.) and A.B. Trimming of H.M.S. "Hermes" (148 lb.).

In the second round De Bell was floored for eight and six, but came up gamely and finished the round. Previous to this the exchanges were even.

In the third round De Bell went down for counts of six, nine, nine, and eight, but refused to be knocked out. When he hit the canvas for the fifth time in this round the referee stopped the bout, which went to Trimming on a technical knockout.

Fraser v. Hall

Marine Fraser, of H.M.S. "Tamar" (147 lb.), a former welter-weight champion of the Colony, figured in a 10-round contest with A.B. Hall, of H.M.S. "Hermes" (143 lb.) before the interval.

In the second round Hall was warned for holding. Fraser also received a warning in the third for hitting low. He took a little punishment in this frame. Hall again held in the fourth and was warned. Fraser improved.

Fraser set the pace from the fifth, but did not hit so hard as Hall. He was also too cautious and missed some good opportunities. In the tenth round Hall was again warned for holding and in open fight Fraser scored, but Hall's lead in the opening round stood him in good stead, and he got the verdict.

The Main Bout

The main bout of the evening was a 15-round contest for the lightweight Championship of the Colony and the belt presented by Mr. A. Murdoch.

This brought together Ldg.-Smn. Hall, of H.M.S. "Titania" (135 lb.) and A. B. Davies of H.M.S. "Hermes" (135 lb.).

Referee: Mr. A. Murdoch.

It was a lively bout from the first round, both exhibiting hefty punches and good knowledge of the finer points of the game. In the second Davies missed a wicked upper cut. After this Hall forced the pace, but did not have matters all his own way.

Davies landed a lucky blow in the second round and, following up his advantage, knocked out his opponent with a series of blows to the head.

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KING'S DEPARTURE**Motor Ambulance Trip To Bognor****A STORM OF CHEERING**

Feeble Smile From Pale Wan

Figure

London, Yesterday.

His Majesty the King left at 10.34 a.m. for Bognor, in a motor ambulance.

His Majesty, as he emerged from Buckingham Palace, waved his hand to the huge crowd in response to a storm of cheering.

Touching Incidents

The crowd at Buckingham Palace to see the King's departure was most representative of rich and poor, some arriving in luxurious motor cars and others ragged.

There were middle-aged women, who had made long journeys and great sacrifices to reach the Palace—for instance, there was the wife of Durham mining official, who told a Pressman that the love of the miners for His Majesty was intensified by the noble actions of H.R.H. the Prince of Wales in touring the coal fields.

The people bared their heads when the King passed. There was a murmur of surprise when it was seen that the blinds of the ambulance were raised.

A pale and wan figure, propped up in the narrow bed, smiled feebly and waved his hand in response to the cheers.

Ideal Weather

Four cars followed the ambulance conveying, respectively, Lord Dawson of Penn, Sir Stanley Hewitt, esquires' and nurses, and ambulance men. A spare ambulance brought up the rear.

Her Majesty the Queen left the Palace five minutes later, taking another route so as to arrive at Bognor earlier to greet the King. The cheers of the crowd were renewed at sight of the Queen.

Their Royal Highnesses the Duke of York, the Duke of Gloucester and Prince George bade farewell to their father. H.R.H. the Prince of Wales is spending the week and at the Melton Mowbray Hunt.

When the ambulance left, the Royal Standard was lowered from the roof of the Palace.

In spite of a slight fog and frost in London the weather is regarded as ideal for the journey, as sunshine on the Surrey Hills and the Sussex downs is soon reached.

Shortly after the Palace was left the blinds of the ambulance were drawn.

Special constables and motor scouts were posted along the route to help the Police in regulating the

(Continued on page 20.)

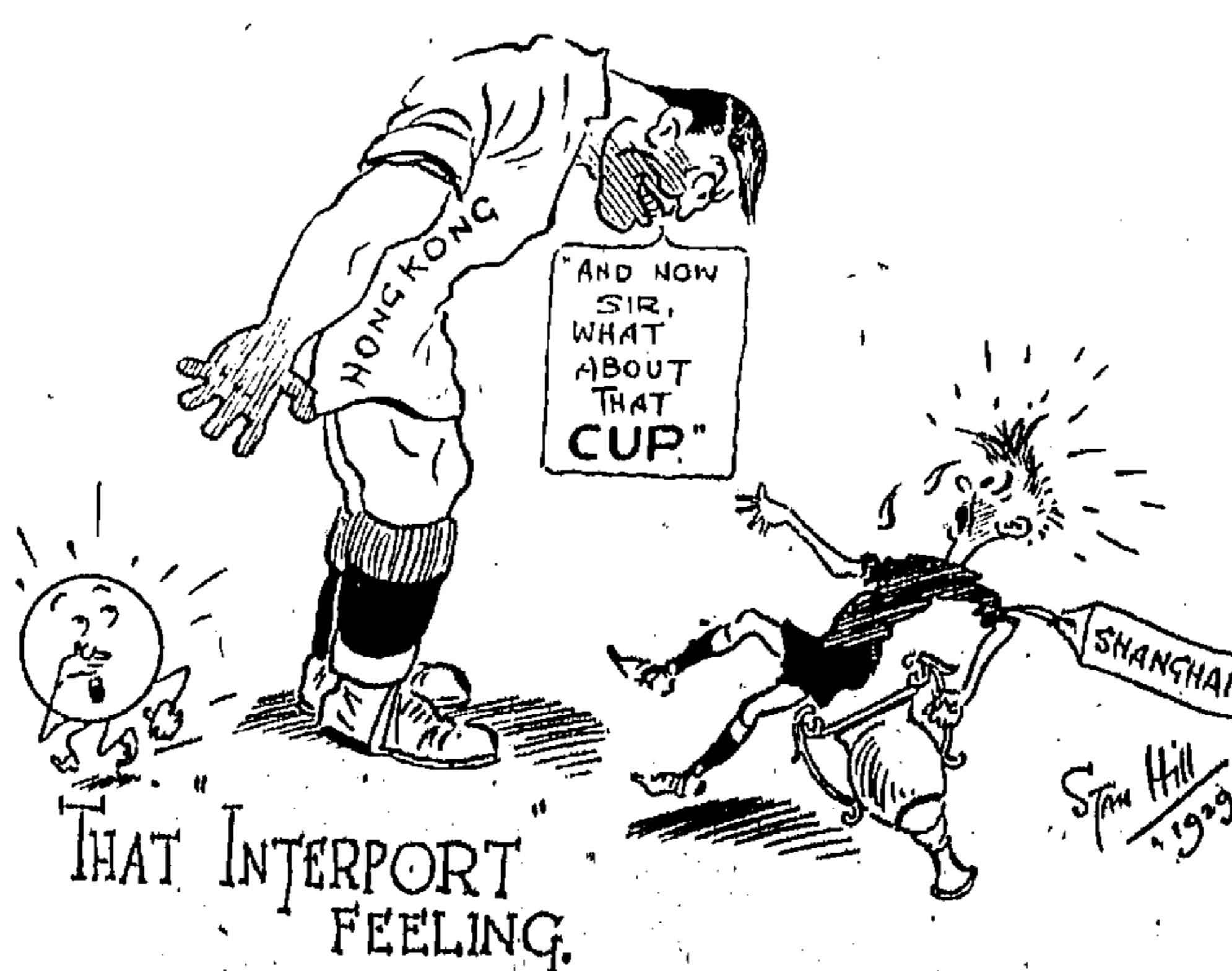
FRESH—CLOUDY

Last night's weather report issued by the Royal Observatory stated:

Closing Bout

The closing bout of the evening was between E. R. Sills of H.M.S. "Hermes" (117 lb.) and A. B. Milburn of H.M.S. "Kent" (123 lb.).

These two fought like game cocks for half a round and then Sills was knocked out.

fresh; cloudy.**To-morrow's Great Question****HONG KONG WINS****LOCAL INTERPORT RUGBY MATCH****VICTORY DESERVED**

Wales's Three Tries for China "Calcutta Cup"

MCGILL PLAYS BRILLIANTLY IN SHANGHAI XV

In a well contested match noteworthy for clean, sporting vigour rather than for perfection in skill, Hong Kong beat Shanghai yesterday in the Interport rugby football match by twelve points to six and thus retained the emblem (gained up North twelve months ago) that is "as dearly prized" out here as is the Calcutta Cup at home.

Not often does the handling code attract so many spectators as did yesterday's contest. Those who attended were rewarded by an exhilarating display, in more senses than one worthy of the game's traditions.

C. D. Wales was one of the winning fifteen's "stars" and he scored the first three tries. G. S. McGill touched down on both occasions for the losers and he deserves much praise.

Although Hong Kong lost V. W. L. Stanion in the first half, the side was better than that of the visitors. On Tuesday, Shanghai will meet even stronger—on reputation, at least—opposition in the United Services.

LEAD IN FIRST HALF

The teams, as previously selected, were:

Hong Kong

Full back: R. J. Greive.

Three quarters: H. V. Koop

(Captain), G. A. L. Plummer,

V. W. L. Stanion, M. D. Scott.

Halves: J. L. Bonnar, C. D.

Wales.

Ideal Weather

The people bared their heads when the King passed. There was a murmur of surprise when it was seen that the blinds of the ambulance were raised.

A. D. Murdoch, just afterwards, brought McGill down as the speedy Shanghai winger was going right through and threatened serious danger.

At half-time the score was:

Hong Kong: 3 points (a try).

Shanghai: nil.

and Hong Kong deserved the lead.

It had been a grim struggle so far, but, after the resumption, the game was even brighter.

Massey and Lithgow Smith were prominent in an advance by the Hong Kong pack.

Pressure was exerted on the visitors, and then Koop got away beautifully and passed to Plummer in the nick of time. Plummer gave to Wales and the latter scored his second try. Scott did not add the two points from the place kick.

Shanghai Retaliate

The Hong Kong three-quarters played well but the Shanghai forwards—with Stewart, Silby and MacIntyre well to the fore—gained ground towards the extreme corner. Stanion made a desperate effort to help, but, handicapped by his injury, was compelled to retire from the ground. Brown rounded off some neat and effective footwork by his forwards and scored Shanghai's first try. Murray failed with the place kick.

The game became even more thrilling at this stage. Scott was prominent early with a nice kick to touch.

Shanghai attacked, but Massey led the Hong Kong forwards well. Then came some good passing by the Shanghai three's.

Wales' Great Try

Hong Kong raised the siege but in some vigorous play, Stanion was injured. He resumed, but was at an obvious disadvantage.

Strong monsoon may be expected along the south-east coast of China and freshening monsoon over the China Sea.

Forecast:—North-east winds, fresh; cloudy.

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CHINESE NEW YEAR SAILINGS:—

| | |
|--|--|
| FROM HONG KONG | FROM CANTON |
| SATURDAY, 9th February. | |
| 8.00 a.m. "KINSHAN." | 8.00 a.m. "FATSHAN." |
| 10.00 p.m. No Sailing. | 4.30 p.m. "LUNGSHAN." (Berths Wing Lok Wharf, H.K.) |
| SUNDAY, 10th February (Chinese New Year Holiday) | |
| 8.00 a.m. "TAISHAN." | 4.30 p.m. "KINSHAN." |
| MONDAY, 11th February (Chinese New Year Holiday) | |
| 8.00 a.m. "FATSHAN." | 8.00 a.m. "TAISHAN." (Berths Wing Lok Wharf, H.K.) |
| 10.00 p.m. "LUNGSHAN." | 4.30 p.m. No Sailing. |

HONG KONG—MACAO LINE.

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|---|---|
| From Hong Kong: | From Macao: |
| 8.00 a.m. "SUI AN," (Sundays Excepted) | 8.00 a.m. "SUI TAI" (Sundays Excepted) |
| 2.00 p.m. "SUI TAI" | do. (Sundays Excepted) |
| 2.00 p.m. "SUI AN," (Sundays Excepted) | 2.00 p.m. "SUI TAI" |

CHINESE NEW YEAR SAILINGS:—

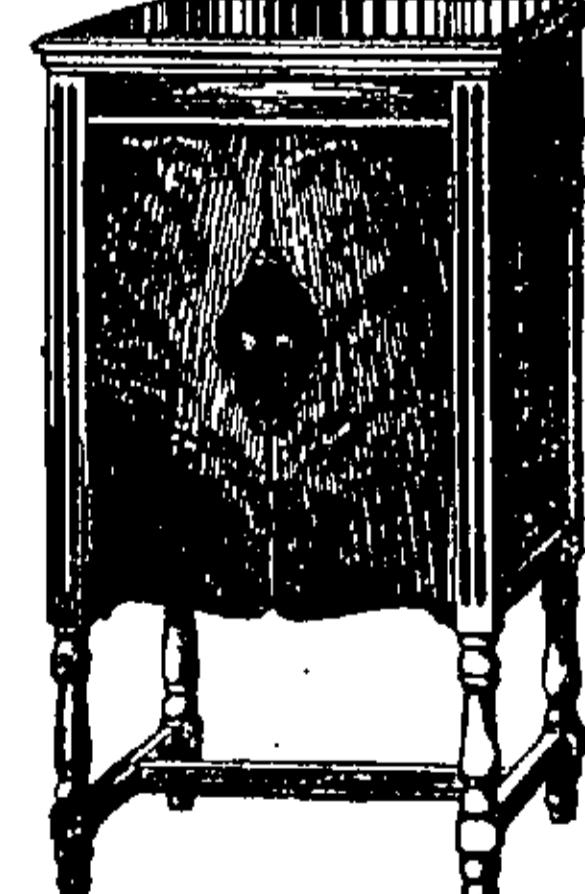
| | |
|-------------------------|----------------------|
| FROM HONG KONG | FROM MACAO |
| SUNDAY, 10th February. | |
| 9.00 a.m. "SUI AN." | 4.00 p.m. "SUI AN." |
| MONDAY, 11th February. | |
| 2.00 p.m. "SUI TAI" | 8.00 a.m. "SUI TAI." |
| TUESDAY, 12th February. | |
| 8.00 a.m. "SUI AN." | 8.00 a.m. "SUI TAI." |
| 2.00 p.m. "SUI TAI." | 2.00 p.m. "SUI AN." |

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BOXING RINGS AND WEDDING RINGS

London, Jan. 5.

Who rules the boxing world? We have recently seen all the varied interests in the game banded together in a Board of Control, with the exception of the boys who walk round the ring with a card intimating the number of the round. Do the world's Boards of Control rule the boxing world? Listen! The No. 1 individual in the boxing world is, presumably, Eugene Tunney, undefeated heavyweight champion of the world. While Tunney was a slave to literature he just managed to keep on fighting and no more; now he is married. No. 2 in the boxing world is Thomas Heaney. Tunney's late opponent, Heaney was all for the world's championship and glory to New Zealand until Mrs. Thomas Heaney told a reporter she didn't like Tommy getting hit in the ring. Exit Tommy.

Which for Milligan?

Somewhere between Numbers 3 and 33 in the boxing world comes Knute Hansen, the knocker-out of Phil Scott. Nobody has heard of Hansen's Scandinavian strength and savagery since? Why? Because Knute has become interested in a widow in Paris. When he revisited the ring he was somnambulated by a 35-years-old opponent. Tommy Milligan, one of the procession of introductions at the Industrial Hall on Wednesday night, is still a popular idol, and it is at least conceivable (particularly if Jacovacci is Europe's champion) that the world's middle-weight crown could still be his. Milligan was certainly to the fore with a challenge on Wednesday, but it is popularly believed that his interest in the boxing game will wane considerably after his approaching marriage.

Even Dempsey

But there is a more fearsome figure than all these, to wit, Jack Dempsey, the Manassa Mauler, 100 per cent. he-man, the raging, tearing slogger, supreme example of untamable ferocity. Recall Dempsey's blood-curdling battle with Luis Firpo, when the Wild Bull of the Pampas was broken by Dempsey's murderous attack, and consider that Dempsey now goes around at home saying, "just as you think, my dear." For Dempsey also is married. That Estelle Taylor, Mrs. Dempsey, in contradistinction to the other ladies mentioned, does want Jackie to be hit, is no proof of feminine inconsistency; it merely reminds us that Dempsey has been married longer. His wife is stated to be an ambitious woman, and Jack, the terror of the prize ring, is tied lamb-like to her apron strings—a boarder in his own household. "Extravagant Estelle" wants more money, and poor old Jack must raise another ring gallop to get it. It is all very sad. Have you ever noticed the bright light fade from the eyes of a youthful cinema fan when a mere love episode interrupts the thrills of boxing film? Yes, all very sad, who rules the boxing world?

Jacovacci Exposed

At the Industrial Hall, the much-lauded Italian terror Leone Jacovacci, the I.B.U. middle-weight boxing champion of Europe, was no terror, and the fight (7) lasted long enough to show the spectators that he is a very third-rate exponent of the noble art.

Physically he is splendidly built, but his only dangerous blow was a right swing which Moody avoided with the utmost ease. Then at close quarters the Italian was all at sea and it was in coming out of a clinch that Moody knocked him out with the same blow that saw Milligan disposed of in 104 seconds. It was a disappointing fight, but it served one good purpose in showing that Alec Ireland is the rightful champion at the weight. What a pity the fight was not under championship conditions, thus clearing the way for a return between Moody and Ireland.

A Foreign Office Hint

The interesting disclosure was made that the British Foreign office

SOCIAL GOSSIP

Mr. G. P. Lammert, Jr. has been appointed to act as authorised clerk to Mr. G. A. Hartman.

Mr. G. T. Cotton, bar manager Hong Kong Hotel, has completed his 45th year of residence in the Colony.

Young Luk, a married woman, left \$86,600 in the Colony. She died at No. 10, Caroline-road. Probate of her will has been granted to Cheung To-shi, of the same address.

"Post's" correspondent that the competition between the bookmakers and the Tote-on British courses would almost certainly result in severe restrictions on the bookmakers.

Foot Racing Carnival

Though pedestrianism has had a lean period, there having been little racing at Powderhall Grounds, Edinburgh, within the last twelve months, with the exception of the Ramsey testimonial meeting and a few gatherings arranged under the auspices of the Eastern centre of the Scottish National Sports Association, it was rather surprising that the recent New Year gala should develop into one of the best speculative mediums. There seemed to be plenty of money to support the runners, and notwithstanding the lack of facilities for training in many quarters, more than the average number had undergone a preparation for this event. What is more, the times recorded in the handicaps, particularly in the concluding stages, demonstrated that there are many good youngsters quite willing to take up this old-time sport. A notable feature of the gathering was the sweeping successes that attended the Western school. They practically swept the boards in the principal events, winning the Christmas half-mile, the Marathon, and the 130 yards sprint. In the Christmas half-mile it was rather singular that C. McCallum should follow up his brother's success gained the previous year, and it is also a distinguishing feature of this year's racing carnival that so many of the competitors were very young. McCallum, who by the way, is a Glasgow Intermediate Junior footballer, is under 20; J. Henshaw, Newarkhill, only recently reached that age.

Rules of Betting

Sir Clement Hindley, the chairman of the Racecourse Betting Control Board, has issued the following report of the proceedings at a conference between representatives of the Board, the Stewards of the Jockey Club, and Tattersall's Committee, which was called to discuss the recent alterations to the Rules of Racing as they affected betting. Lord Hamilton of Dalzell, Sir Reginald Blair, Mr. W. E. Fry, and Sir Clement Hindley represented the Racecourse Betting Control Board; Sir George Bullough (steward), and Mr. Weatherby (secretary) the Jockey Club; and Sir William Baas, General Sir Cecil Bingham, and Mr. H. Slowburn, Tattersall's Committee. Lord Hamilton, who took the chair at the request of Sir Clement Hindley, said that as the Jockey Club were amending the Rules of Racing in certain directions which affected betting, he had asked for this conference in his dual capacity as a member of the Club and of the Board in order that the Jockey Club might ensure that the amendments would be framed so as to be fair, workable, and convenient from the point of view of the two authorities controlling the two kinds of betting, namely, the Racecourse Betting Control Board and Tattersall's Committee. It would be for those two authorities to deal with their own regulations as they pleased.

Biggest Profit

The accounts of Automatic Totalisators (Australia) for the year ended October 31, which have just been published, show that the investments which passed through the machines during the year amounted to £1,630,000, giving a net profit of £22,000—which was £9,000 more than in the previous year and the biggest profit yet achieved. Of this profit, however, only £9,000 was made in Australia, and £13,000 came from other countries. The extent to which bookmakers will compete against the Tote on racecourse in this country is a subject on which there is much division of opinion among racing authorities here. It is of course provided in the Act that bookmakers shall be provided with adequate accommodation on courses, and there will be no question of their carrying on their business furiously, as they are doing in Australia.

Conditions Different

An official of the Betting Control Board, in discussing the subject with the "Yorkshire Post's" London correspondent said that conditions in Australia are very different from conditions in this country, and that it is too early to speculate as to the relative popularity of the Tote and the bookmaker. He agreed that it will depend very largely on which method of betting consistently offers the best prices to backers. Mr. James Sutters, of the Victoria Club, takes the view that no such difficulties as those reported from Australia will arise here. "I am certain," he said, "that bookmakers will work quite amicably with the Tote. Conditions in Australia are quite different, and the people there certainly favour the bookmaker." On the other hand, an authority on racing who is well acquainted with the betting side of the sport told the

They Say

Emotional waves of blood lust lashed the embanked arena from pit to dome as these two little gamesters careered in and out of maelstroms of pelting leather.—An American reporter at a boxing match.

I own that the first columns I consult in my newspaper are those devoted to sport; I take the intellectual columns last.—Sir Arthur Keith.

In some respects Monday's France-Ireland game was the worst international match I have ever witnessed in Paris, and that is saying nothing.—Astral of the "Daily News."

Our bowlers have been simply magnificent, and I have nothing but praise for one of them in particular—Jack White. His achievement of bowling 57 overs for only 4 runs is a marvellous performance.—A. E. R. Gilligan.

The Rugby game is all right, but are the players always fit? I think not. One of the chief evils is the craze for dancing. All Friday night dancing should be cut out. The dancing adult never does justice to himself, his team, or the game. The somnolent player was a blot on the landscape in 1928. He will be equally objectionable in 1929.—D. M. Clark, Heriot's F.P. secretary.

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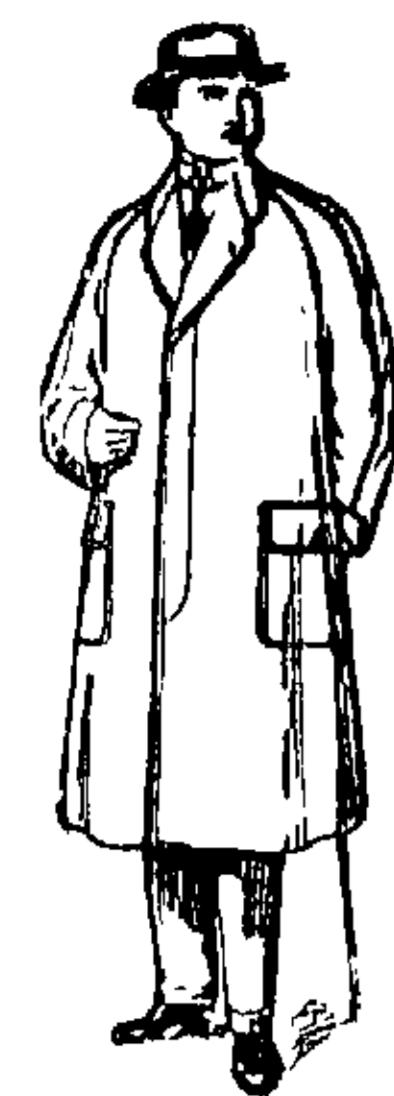
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Holiday Mood Affects League Programme

OFFICIAL REFEREES ABSENT

"Suffolks" Defeat Kowloon in a Friendly

Owing to the Rugby football interport match the programme in the First and Second Divisions of the Hong Kong Football Association was seriously curtailed. The junior matches were controlled by volunteer referees. Results went much as expected, but probably the matches not officially regarded as League matches will be rearranged.

RESULTS AT A GLANCE

Division II.

| | | | |
|---------------|---|------------------|---|
| * Kowloon | 0 | Chinese Athletic | 0 |
| R.A.F. | 5 | R.A. | 0 |
| Small Units | 1 | St. Joseph's | 2 |
| † Queens | | Recreio | |
| † Navy | | South China "B" | |
| § South China | | Eastern | |

Friendly

| | | | |
|--|---|------------------|---|
| Kowloon | 0 | H.M.S. "Suffolk" | 5 |
| * Friendly, owing to non-appearance of official referee. | | | |
| † Match off. | | | |
| ‡ No match. South China "B" and referee did not appear. | | | |
| § Eastern did not appear. | | | |

Owing to the official referee not being in attendance the match between Kowloon and Chinese Athletic was played as a friendly.

SMALL UNITS v. ST. JOSEPH'S

Opportunities Lost

This game was delayed owing to the absence of a referee. Lieut. George R.A.M.C., eventually officiating.

Teams:

Small Units.—Watson; Pritchard, Corbett; Cobins, Spears, Brooks; Wake, Morgan, Walker, Hogg, and Twelves.

St. Joseph's.—Rocha; Hyder, Reed; McGrahan, K. Omar, Lazama; D. Leonard, Yui, Castilho, O. Omar, and Souza.

St. Joseph's set the pace from the start, Watson being twice called upon in the first few minutes to deal with shots from O. Omar and Castilho. Corbett cleared smartly, and Twelves worked the ball to the other end, where Walker finished tamely. The Units' goal had a narrow escape when Watson missed a centre from D. Leonard, but the ball ran just outside the post. Small Units set up a determined attack, but the forwards were ineffective, with the exception of Twelves, who worked gamely and continually saw his centres wasted. A slip by Corbett nearly let the "Saints" in, but Watson made a sensational clearance just as the ball was crossing the goal line. Five minutes from the interval the "Saints" took the lead through Souza, who ran through and found the net with a nice cross shot.

Half-time:

Small Units 0
St. Joseph's 1

Small Units started the second half with a rush, and Twelves netted from Wake's centres, but was adjudged offside. A moment later Brooks headed over with only Rocha to beat. In a breakaway St. Joseph's increased their lead, Castilho heading in a perfect centre from D. Leonard. Small Units had numerous opportunities of opening their account, but nullified their chances by weakness and indecision in front of goal. A length Twelves got the ball past Rocha after the latter had saved from Walker. No further scoring took place, although K. Omar netted an offside point just before the final whistle.

Result:

St. Joseph's 2
Small Units 1

The opening stages found Kowloon attacking; Spary sent Baldwin away on the left, and the latter's shot just went over. The "Suffolks," who were gradually settling down, began a raid on the Kowloon goal, and Thompson set in a fine shot which just went over the bar. Peacock had hard luck with a fine header from Collingham's centre. Play con-

tinued in favour of the "Suffolks," but half time arrived with the score sheet blank.

On resuming, Kowloon were the first to get going, and forced a corner. From Baldwin's centre, Davies, who obtained possession, missed a golden opportunity to open the scoring, when, in attempting to shoot, he missed.

Play was transferred and Gray, after manoeuvring into position, drove in a beauty which just went wide. The "Suffolks" were striving hard to draw first blood, but their shooting was weak. They opened the scoring, however, through Peacock, who had little difficulty in netting from a corner taken by Stapleton.

Kowloon strove hard for the equaliser, but their forwards found the opposing defence intact. Spary and Miles worked hard in the Kowloon forward line, but they got little support from the remaining forwards. The "Suffolks" increased their lead through Peacock, whose shot at close range gave Angus little chance. The Navy men were now all over Kowloon, and Gray added a third with a fine drive from just outside the penalty area. Further goals by Stapleton and Gray brought their total to five.

Final:

"Suffolks" 5
Kowloon 0

Friendly Matches

KOWLOON v. H.M.S. "SUFFOLK"

H.M.S. "Suffolk" repeated their performance of two weeks ago by defeating Kowloon to the tune of 5 goals to nil.

Kowloon: — Angus; Robson, Pile; Hedley, Easterbrook, Downman; Bliss, Davies, Spary, Miles, and Baldwin.

"Suffolk": — Langlands; Matthews, Whiting; Onions, Barnard, Barrett; Collingham, Peacock, Gray, Thompson, and Stapleton.

The opening stages found Kowloon attacking; Spary sent Baldwin away on the left, and the latter's shot just went over. The "Suffolks," who were gradually settling down, began a raid on the Kowloon goal, and Thompson set in a fine shot which just went over the bar. Peacock had hard luck with a fine header from Collingham's centre. Play con-

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Final:

"Suffolk" 5
Kowloon 0

League Table

The following is the Second Division table, excluding the Kowloon v. Athletic match:

Goals.

P. W. D. L. F. A. Pts.

K.O.S.B. 13 11 1 1 64 13 23

Royal Navy 13 11 1 1 68 12 23

Queen's 12 9 2 1 47 14 20

Athletic 11 8 1 2 27 10 17

S. China "B" 14 6 2 6 24 32 14

St. Joseph's 16 6 2 8 24 29 14

R.A.F. 15 5 2 8 31 34 12

Kowloon 13 3 5 14 35 11

Eastern 12 3 4 5 19 26 10

S. China "A" 15 1 7 16 34 9

Small Units 17 3 2 11 29 54 9

R.A.N. 13 3 2 8 20 46 8

Recreio 13 3 2 8 15 41 8

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Queen's 12 9 2 1

CRICKET LEAGUE

University Defeat Civil Service

SECOND LEAGUE PROSPECTS

Keen Struggle Continued For Premier Place

Three matches comprised the Cricket League programme yesterday. Considerable interest centred around the fixture between the Indian R.C. and the Hong Kong C.C., both serious contenders for the championship in the Second Division.

By winning, the Hong Kong C.C. have enhanced their prospects. They are, however, still four points behind the Indians, who have not yet been displaced, but have three matches in hand which carry a maximum of nine points. The Kowloon C.C. juniors won an uphill battle against the second string of the University.

In the only game in the Senior Division, the University beat the Civil Service.

The H.K.C.C. are also very favourably placed in the Senior League, and the question which is uppermost in the minds of local cricketers is whether they will be able to carry off both championships and thus emulate the University's feat of last season.

League I

C.S.C.C. v. UNIVERSITY

At Happy Valley, Civil Service C.C. lost to the University by 54 runs.

Batting first, the visitors started shakily and soon lost three wickets for 23 runs. Rumjahn, however, changed the outlook for his side with a useful contribution of 46. Lam, top-scorer, added 52, the total reaching 139.

Rumjahn was again very much in the picture in the Civil Service innings, his slow, tricky bowling (7 for 27) being chiefly responsible for the dismissal of the home team for 85 runs. Scores:-

University

| | |
|---------------------------------------|-----|
| D. J. N. Anderson, l.b.w., b Hamilton | 12 |
| D. Liing, b Kelly | 9 |
| F. L. Zimmern, b Hamilton | 0 |
| E. A. Lee, l.b.w., b Evans | 46 |
| A. A. Rumjahn, b Westlake | 46 |
| S. V. Gittins, c Holdman, b Evans | 0 |
| C. W. Lam, c Kelly, b Sayer | 52 |
| A. P. Gutierrez, Hamilton, b Kelly | 5 |
| A. T. Lee, c Evans, b Edmonds | 3 |
| D. K. Samy, c Westlake, b Hamilton | 4 |
| N. P. Karanjia, not out | 1 |
| Extras | 2 |
| Total | 139 |

BOWLING ANALYSIS.

| O. M. R. W. | |
|-------------|-----------|
| Kelly | 10 1 45 2 |
| Edmonds | 6 1 13 1 |
| Hamilton | 11 1 36 3 |
| Evans | 5 0 21 2 |
| Westlake | 3 0 15 1 |
| Sayer | 2 2 0 7 1 |

Civil Service C.C.

| | |
|---|----|
| F. J. de Rome, b A. T. Lee | 17 |
| G. R. Sayer, c A. A. Rumjahn, b A. T. Lee | 3 |
| J. Barrow, b A. A. Rumjahn | 21 |
| B. D. Evans, run out | 2 |
| A. E. Wood, c Gittins, b A. A. Rumjahn | 4 |
| H. F. Westlake, b A. A. Rumjahn | 13 |
| B. C. K. Hawkins, b A. A. Rumjahn | 9 |
| D. R. Kelly, c and b A. A. Rumjahn | 4 |
| E. W. Hamilton, b A. A. Rumjahn | 0 |
| F. H. Holliman, not out | 4 |
| W. H. Edmonds, c Gutierrez, b A. A. Rumjahn | 4 |
| Extras | 4 |
| Total | 86 |

BOWLING ANALYSIS.

| O. M. R. W. | |
|---------------|-------------|
| A. T. Lee | 14 5 27 2 |
| Gutierrez | 8 2 18 0 |
| Anderson | 5 1 9 0 |
| A. A. Rumjahn | 11.3 2 27 7 |

League II

I.R.C. 2ND. v. H.K.C.C. 2ND

In a match of low scores between the two leaders of the Junior Division, the Indian R.C. 2nd XI. lost to the Hong Kong C.C. second string by 60 runs at Sookumpoo.

Nothing noteworthy was achieved as far as batting was concerned, the H.K.C.C. setting their opponents 112 runs to win. The bowling of the Indians was fairly consistent, J. M. A. Rumjahn (3 for 24) doing the most damage.

The home team, in their turn, found the opposition bowling very difficult to score off, only two batsmen getting into double figures. Vallack accounted for four wickets for which he conceded 23 runs, whilst Summers took three for 18. Scores:-

Hong Kong C.C. 2nd XI.

| | |
|--|----|
| K. H. Butcher, c A. S. Sufflad, b J. M. A. Rumjahn | 20 |
| E. R. Duckitt, l.b.w., b A. S. Sufflad | 7 |
| R. H. Dowler, c Nazarin, b M. R. Abbas | 4 |
| A. Reid, b M. R. Abbas | 19 |
| J. A. Summers, not out | 22 |
| T. L. Christie, b A. M. Rumjahn | 1 |
| G. R. Vallack, b J. M. A. Rumjahn | 10 |
| J. E. Hancock, b A. R. Sufflad | 10 |

Friendly Matches

K.C.C. v. CRAIGENGOWER

At Happy Valley, the Kowloon C.C. defeated the Craigengower C.C. by eight wickets.

A feature was the splendid batting of Bruce, for the winners, who carried his bat for 104. Scores:-

Craigengower C.C.

| | |
|------------------------------|----|
| H. P. Lim, b Brace | 23 |
| A. B. Hamson, run out | 24 |
| E. Zimmern, c Brace, b Hirst | 6 |

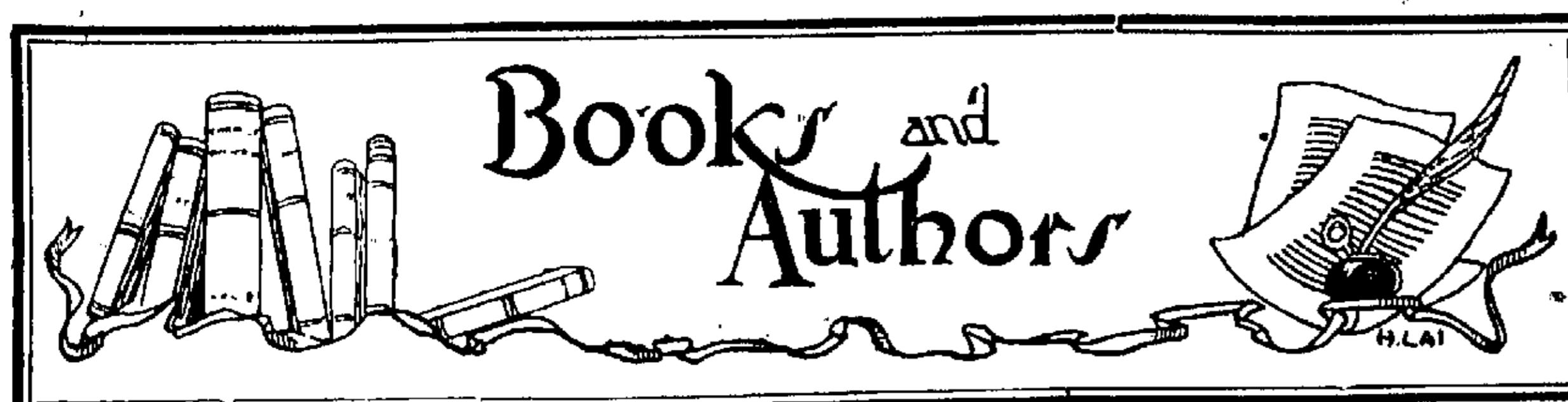
| | GOLF |
|---|-------------------|
| B. W. Bradbury, not out | 5 |
| U. M. Omar, b Brace | 0 |
| R. C. Reed, c Brace, b Ross | 12 |
| S. Abbns, b Brace | 0 |
| J. Leonard, c E. C. Fincher, b Hirst | 0 |
| D. Rumjahn, c Jex, b Hirst | 1 |
| F. Oliver, c E. C. Fincher, b Ross | 0 |
| Extras | 23 |
| Total | 93 |
| One man absent. | |
| | BOWLING ANALYSIS. |
| O. M. R. W. | |
| Goodwin | 5 1 16 0 |
| Ross | 5 2 22 2 |
| Hirst | 9 5 21 3 |
| Brace | 9 4 21 3 |
| Kowloon C.C. | |
| W. Brace, not out | 104 |
| A. W. Ramsay, c Reed, b Oliver | 26 |
| E. F. Fincher, b Oliver | 4 |
| E. C. Fincher, run out | 38 |
| F. E. Lawrence, c & b Oliver | 13 |
| F. Goodwin, not out | 15 |
| Extras | 19 |
| Total (for 4 wkt.) | 219 |
| J. J. Hirst, H. A. Gregory, N. H. Ross, S. Jex and another did not bat. | |
| | BOWLING ANALYSIS. |
| O. M. R. W. | |
| Total | 111 |
| One man absent. | |
| | To-day |
| O. M. R. W. | |
| A. B. Hamson | 7 0 48 0 |
| S. Abbns | 7 1 49 0 |
| Oliver | 7 0 41 3 |
| Bradbury | 7 0 38 0 |
| Omar | 6 1 20 0 |
| P.R.C. v. CRAIGENGOWER 2ND | |
| On their own ground, the Police R.C. lost to the Craigengower C.C. 2nd by 11 runs. | |
| The winners compiled 134 runs, of which E. Zimmern scored 83. Meadows (39) was the highest contributor for the home team, whose total reached 123. Scores:- | |
| Craigengower 2nd XI | |
| E. B. Hamson, b Randle | 5 |
| C. E. Wong, b Randle | 3 |
| Y. Abbas, run out | 15 |
| E. Mowfng, c and b Randle | 5 |
| H. Kew, b Hallam | 2 |
| E. Zimmer, b Randle | 83 |
| A. F. Paul, c Hunter, b Randle | 5 |
| J. Leonard, c and b Randle | 10 |
| W. K. Way, c Reynolds, b Noonan | 1 |
| Condon, not out | 3 |
| Extras | 2 |
| Total | 134 |
| One man absent. | |
| | BOWLING ANALYSIS. |
| O. M. R. W. | |
| Randall | 15 1 75 6 |
| Noonan | 7.3 1 38 1 |
| Hallam | 6 0 19 1 |
| Police R.C. | |
| W. E. Meadows, run out | 39 |
| R. T. Hunter, l.b.w., b Y. Abbas | 0 |
| S. Randle, c Mowfng, b W. K. Way | 10.08 |
| E. H. Edwards, c Wong, b W. K. Way | 0 |
| Extras | 4 |
| K.C.C. 2ND v. UNIVERSITY 2ND | |
| On their own ground, the Kowloon C.C. 2nd defeated the University 2nd by two wickets. | |
| A steady innings by Baker for 48 not out, when things were not going too well for the University, enabled his side to put up the respectable total of 148. | |
| Mackay (36) gave the K.C.C. a good start. Lee batted well for 51, whilst the ninth wicket partnership between Overy (18 not out) and D. S. Green (26) realised 34 runs. Scores:- | |
| University 2nd XI. | |
| S. R. Kermani, c Lee, b Overy | 13 |
| H. E. Adams, Puttee, b Overy | 2 |
| A. B. Suliman, c O. B. Raven, b Lee | 15 |
| G. E. Yeoh, b Lee | 3 |
| A. Baker, not out | 48 |
| M. B. Osman, run out | 29 |
| K. T. Loke, c and b Smith | 3 |
| F. Hiptoola, b Petheram | 4 |
| A. Aziz, l.b.w., b Petheram | 0 |
| K. P. Gan, run out | 9 |
| D. Roy, c Raven, b Lee | 3 |
| Extras | 19 |
| Total | 148 |
| BOWLING ANALYSIS. | |
| O. M. R. W. | |
| Lee | 11.3 2 26 3 |
| Overy | 8 1 35 2 |
| Petheram | 6 0 21 2 |
| Smith | 6 1 32 1 |
| A. R. F. Raven | 3 0 15 0 |
| Kowloon C.C. 2nd XI. | |
| N. A. E. Mackay, c Baker, b Suliman | 36 |
| F. S. W. Smith, b Baker | 6 |
| G. Lee, c Kermani, b Suliman | 51 |
| A. R. F. Raven, c Kermani, b Baker | 0 |
| K. R. Mackakkil, b Suliman | 1 |
| L. Puttee, c Osman, b Baker | 10 |
| H. T. Buxton, c Osman, b Baker | 10 |
| H. Overy, not out | 18 |
| D. S. Green, b Osman | 26 |
| O. B. Raven, not out | 14 |
| Extras | 14 |
| Total | 171 |
| BOWLING ANALYSIS. | |
| O. M. R. W. | |
| Baker | 13 1 49 4 |
| Oman | 7.1 0 40 2 |
| Roy | 2 0 20 0 |
| Suleiman | 9.2 1 40 3 |
| Hiptoola | 1.0 0 4 0 |
| Aziz | 1 0 4 0 |
| Holiday CRICKET | |
| University to Play Club De Recreio | |
| The following will represent the University second eleven in a whole day match against the Club de Recreio on Tuesday at 10.30 a.m. on their own ground:- | |
| F. Hiptoola (Captain), Dr. M. B. Osman, A. Baker, K. T. Loke, S. R. Kermani, A. B. Suliman, A. A. Aziz, G. E. Yeoh, H. E. Adams, D. Roy, and K. P. Gan. | |
| Great Britain has conclusively shown in 1928 in the Olympic Games at Amsterdam and on the playing fields of Australia that her athletes and cricketers of to-day are as fine a quality and as stout of heart as in any previous time. | |

LOCAL PLAYERS

Messrs. N. L. Smith (Captain), L. R. Andrews, H. G. Sheldon and Captain Bloxham left by the s.s. "Trier" on Friday at 5 p.m.

Messrs. I. W. Shewan and O. E. C. Marton will sail by the s.s. "President Polk" this morning.

The above will represent the R.H.K.G.C



TAGORE'S LETTERS

[Rabindranath Tagore, "Letters to a Friend"; Edited and with two introductory essays by C. F. Andrews. (George Allen and Unwin Ltd., 7s.)]

There is no better guide to the study of a personality than a series of letters as are those of Rabindranath Tagore written to an intimate and trusted friend. They reveal a character that is noble and sincere, of great moral and intellectual force, and that has in addition charm, tenderness, and a sense of humour. Most of us know Tagore as the author of volumes of verses and allegorical dramas, and appreciate the artist and thinker whom they show fewer, perhaps, realise him as mystic, scholar, philosopher, and prophet whose poems are only one among his many gifts to the world. In the letters every side of the man is shown, and above all shines out the faith which informs every action and word of their writer. To him the one essential in life is love, a love so universal as to embrace every creed, race, and caste, that must enter into every phase of human activity, and must include no particle of gross self-seeking. "Life can only find fulfilment through self-sacrifice and suffering," he writes; and again "All our payments must be made in pain." Like the great mystic of the West, he knows that self-consciousness is a fatal bar to the soul striving after the perfection of love, and that too fierce a struggle even for this brings restlessness instead of peace. "Greed is sure to frustrate itself, even the greed after God." He would, like Julian of Norwich five hundred years ago, "be naughted to all things that are made, to love and to have God that is unmade" for "the love of persons and even of ideas can be terribly

egoistic." He loved Nature as did Wordsworth, at first, for its own sake and for the promise of ever-new beauty held in the loveliness of water or of hills, and, like the English poet, as his mind matured, he learnt to feel that "something far more deeply interfused" which is the immanence of the Divine.

Through the letters runs a strain of deep suffering, the pain of a poet "the instrument of the world's moods" and of the dreamer



Rabindranath Tagore

who is called from his dreaming by a voice that urges him into active work that he may spread the faith that is in him. "I am no fighter... My feet are bleeding, and I am toiling with panting breath," he writes; but he toils on, knowing that loneliness and pain are but inns on the road to the desired goal. "I must own this master in me who is not a mere moral idea, but a Person... I am not free to give myself away."

The world, he teaches, can only be brought to happiness by love which will kill misunderstanding and prejudice, and for this knowledge is necessary, so he has founded in India a school where scholars

and students of every race may on equal terms, and where a new intellectual and spiritual vitality and co-operation of cultures may spring, from the contact of East with West. "Our history is waiting for the dynasty of spirit. The human succeeded the brutal, and now comes the turn of the Divine." There is to be no rigidity of organisation, for there can be no intellectual or spiritual development without liberty, and love will grow in that happy place where are gathered the little band of students and teachers whom he loves as his own children. He would like to see an International University for the same purpose, but fears "a Board of Trustees intellectual and respectable," and rejoices that he has been able to save the beloved school from "being crushed into smoothness by the Steam-roller of the Education Department." He does not want his students to have wealth and position, but the "mind and the faith; who are to create a great future with their dreams."

With this idea of perfect freedom in his mind, Tagore upholds the principle of *Swaraj*, but true to his faith he teaches that it should be attained not by blind force and destructive malice, but by constructive devotion to duty, and by faith and the high ideals of a patriotism that is not an "organisation of national egoism." It is the loss of those ideals that caused the unhappiness of incidents like the Amritsar Riots, of which he writes. The feeling of humiliation about the Anglo-Indian domination had been growing stronger every day, but the one consolation we had was in our faith in the love of justice of the English people whose soul had not yet been poisoned by that fatal dose of power.

But even in that painful time he repudiates the idea of retaliation or non-co-operation. "We need co-

operation in the sacrifice of love to prove to our country that she is ours; and then we shall have the moral right to say to others 'We shall have nothing to do with you in our affairs.' I refuse to waste my manhood in lighting the fire of anger and spreading it from house to house. If all the party of *Swaraj* felt as their leaders Ghandi and Tugore feel, our problems would be easier of solution. Whatever one's private opinion of Indian affairs may be, no man can deny the nobility, the passionate sincerity, and the charity of men of this calibre or fail to appreciate their spirit, while deplored the nature of things which makes them dependent on followers who use them so often as mere catapaults for their own less noble ends.

A particularly attractive trait in the letters is the modesty and simplicity of their tone. Tagore toured Europe and Asia to propagate his gospel of love and understanding, and was the object of almost unlimited applause and adulation, which he deprecates, even while he values it as a tribute to the lesson he has to give. Never does he count it as a personal reward.

Throughout the letters the voice of the poet is heard. To Western ears the language may seem sometimes unnecessarily figurative, occasionally even stilted, but the sentences are rich in happy images and turns of phrase, and as he so delightfully says himself for most of them are written in the course of his travels, "even poetry is at a disadvantage when the sea is rough, my head is swimming, and the English language is extremely difficult to manage in a rolling ship."

The introductory essays on the Bengal Renaissance, of which Tagore is a leading figure, and on the poet himself, are interesting, as are the comments which form an introduction to the various chapters into which the letters are divided.

"SAKI'S BOWL"

[("Saki's Bowl"; by Robert Blatchford.)

This book is a reprinted collection of Mr. Blatchford's articles contributed originally to Sunday papers. He still retains in full measure his

LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LISTS

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government-building.

Poste Restante

Attn: Major Co., Jean Ansorge, Dr. C. Barreda, L. Barroda, L. Barrett, A. W. Bent, F. R. Carson, A. G. Corbin, Madame Clerget, Miss E. Desnoches, M. Duncan, Mrs. Darling, Miss Ida Derevitzky, J. T. Graham, F. J. Gellion, J. M. Gooden, A. Hashim, R. Horne, E. or L. Hangan, W. D. Harris, O. H. Huime, Capt. B. Hallows, W. E. Johnson, "Pussy Foot," Mrs. Ed. James (Methodist Mission), Mrs. C. G. Mackay, J. MacDonald, J. S. McDonald, L. W. H. Martin, K. G. Mann (Clark, Moody, Fed. Inc.), H. L. Morris (H.K. Exposition Grounds), H. A. Mohler, R. R. Marsh (Sum, Darby & Co.), Mrs. Marsh, Mr. and Mrs. P. McCormick, K. J. Manners, Miss C. Morgan, Ngo Nam Trinh, E. H. Oesch, Norman Parker, R. Pescio, Mr. Przelomski, M. P. Palamo, O. Pritchard, Phil. Art Furniture Co., P. Ripley, L. Savitzky, D. Stewart, J. Trillat, Mrs. Withnell, H. E. Watson, H. A. Wimpe, W. G. M. Wilson, N. Williams, Mrs. M. A. B. Wright, H. S. Weir, W. H. L. Warener, R. L. Wyllis.

Unpaid Correspondence

F. Gregory (Repulse Bay Hotel), Miss Shura Ganin, A. Horbury, Mrs. E. C. Humphrey, A. de Hazanans, Miss A. Todd.

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Bedikton Publicity Co., J. S. Bennett, Boater & Co., Commercial Guarantee Bank, W. Diff (H.K. Hotel), J. M. Gutierrez (Bedikton Publicity Co.), Madame Garousose, P. Goust, Madme E. Jennesk, Hane Lohi (H.K. Hotel), M. J. E. Mitchell, Emanuel K. L. Ngo, Harry Ross (H.K. Hotel), G. B. Smith.

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Address From
Yip Teng Eng, Hoh Hong Bank
Amoy
Peacock Canton
Mao-pai-wah Sandakan
Trinh-xu-andue Hanoi
Wing Cheung Tchekan
Waterfall Cholon
Fook Cheung Poultier, Tchekan
Helen Salley GP Cincinnati
Yueng Ping Kwong Yuen
Yick Sang Yuen Vancouver, B.C.
Darro, 7, Granville-road, Kowloon
Stuart Dollar
Wenyokine Blackness
San Francisco

SHOT BY LOVER

Tragic End of Adventuress

ASTOUNDING CAREER

London, "Pussy" Uhl, the most notorious of German adventuresses, leader of the pre-war demi-monde, queen of the city's night life under the Kaiser, and the central figure of the underworld of blackmailers and the degraded of both sexes, has been found shot dead in her flat in the West End of Berlin.

By her side lay the body of ex-Flight-Lieutenant Edgar Beese, the last of her lovers and victims.

Hogarth alone could do justice to this woman's astounding decline from Society's highest heights to the lowest depths of that mysterious world where blackmailers, degenerates and harlots reign. Episodes in her strange and glittering career would make one of the most thrilling films ever produced.

In the life of "Pussy" Uhl, nature outstripped the wildest fantasies of art.

The daughter of a South German tailor, she began her crazy career by entering a Berlin dancing-hall, where she encouraged young guardsmen and the younger sons of Royalty and the Junkers to spend their own and other parents' money at the gaming table and on herself.

Such was her extravagance—in which she gloried—that she could not keep even the wealthiest of her lovers for long, and there was an endless procession of suicides and enforced emigrations to America, where officers rendered penniless by her exactions were left to chew the end of bitter memories.

Fired by her successes in Berlin, Monte Carlo and Biarritz, she determined to have a title, and succeeded in marrying Count Fischer von Treuberg, an impoverished aristocrat, who, in return for giving his name, was to receive \$2,000.

"Pussy," however, never paid the money, and her failure to do so led to a divorce, which the elderly beau obtained on the ground—recognised as such in Germany—that he was not aware of the lady's past adventures before she became his countess.

From this moment her decline began, though age could not rob her

altogether of her beauty and fascination.

Even before the war she was involved in a number of society scandals, for one of which she served a term in prison.

Down the Ladder

She was charged with abetting usury after the suicide of a young officer whom she introduced to a money-lender whose agent she was. Two princesses gave evidence in this case.

"Pussy" was also tried and acquitted on a charge of inducing her young daughter to become a prostitute. Recently she had lived a retired life, ostensibly as a teacher of languages.

But it was the war itself—the wiping out of whole regiments, the disappearance of that wonderful world of Potsdam and Berlin, with its rigid discipline and strict etiquette, and the passionate desire of its younger members to break away from these restraints—that drove "Pussy" rung by rung down the social ladder.

She who ruled as illegitimate queen a proud aristocracy had to come to blackmail, to running gambling houses and other disreputable establishments. Yet she could still charm and still hate, and men were the object of her eternal hatred.

During the latter stages of the war she still managed to exercise her old gifts in military circles. Indeed the authorities placed her in an internment camp for fear she might be acting as a spy and obtaining information at supper or gaming-tables.

After the war she still maintained her connection with the army, and one of her most ardent admirers was Lieutenant Edgar Beese, 30 years younger than "Pussy."

In the Great Days

He, like so many other young officers, had heard of her achievements in the great days; how, where other women would use a safety-pin, she used a diamond brooch; how the East was searched to find the costliest essences for her bath; how she once dissolved a pearl in vinegar; how if financiers with shaky reputations were seen in her presence their credit was immediately restored.

Beese was a daring officer who had crossed enemy territory 98 times in France during the war. Unfortunately there was also another side to his character, and certain indiscretions the precise nature of which are not known came to the knowledge of the faded beauty and wily blackmailer.

She obtained possession of a document incriminating Beese, and his frantic desire to obtain the document led to a violent quarrel, when "Pussy" was forced to obtain the protection of a young professional boxer, Alfred Helm,

It was not until seven o'clock in the evening that she became alarmed and sent for the trustee. The door was broken down. In the boudoir lay the adventures, still a beautiful woman despite her 67 years, and by her side lay Beese. In her hand she held a pencil with which she had been reckoning up the total of her debts, while all around lay piles of pawn tickets and on the table stacks of jewellery.

Beese, according to a reconstruction of the crime by detectives, shot her while she was engaged in the

gift of making kind fun of people and things, although we must confess some of his items disappointed us. But he has in the past given us so much that is good and of lasting value that strict criticism of his recent work seems out of place.

He is rich in good bourgeois common sense and his large public will still find all these traits which make him great popularity. His first story "What would you do?" is delightfully told. In the others he gives short yarns on many topics, from experiences of his early army days to his speculations on modern questions.

The arrangement of the book leaves a lot to be desired, and the proof-reading does not appear to have been over-careful. Nevertheless we welcome this collection from the pen of an old and practised craftsman who has an assured place among the writers of to-day.

"TIGER CLAWS"

[("Tiger Claws"; Frank L. Packard

—Hodder & Stoughton, 7s.)]

A signal from an apparently uninhabited island situated in the Australasian archipelago led to the murder of Alan Wharton and the marooning of his brother Keith on the island. The little schooner they owned is stolen by the four men responsible for the crime. Keith is saved by a faithful Indian servant, and devotes his life and fortune to tracking down his brother's murderers.

The scene quickly changes to the underworld of New York where aided by "Canary Jim," "Rookie Dyke" becomes involved in a series of adventures which culminate in the extinction of the four men, of whom the leader is a criminal known to the denizens of the underworld as Tiger Claws. Rookie Dyke is of course Keith Wharton and his great friend Clinton, a United States Secret Service Officer, is Canary Jim.

A mysterious mahogany box, a mysterious girl, Bowery Sal, and many descriptions of the criminal haunts of New York, are combined to make Frank L. Packard's latest story one of his very best, and that is saying a good deal.

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This week's issue of the "Overland China Mail," the weekly edition of the "China Mail" and the only illustrated weekly summary of "local" and "China" news published in Hong Kong, is well up to the high standard maintained.

It is full of informative reading matter and topical pictures which will be very welcome in other parts of the world.

Of particular interest to Servicemen and their friends is the series of reports concerning the Royal Navy, the Army and the Royal Air Force. There are also the articles about the change of Commander-in-Chief of the Station.

Hong Kong, and China generally, has been prominent again in the House of Commons—which is always proof that people at home want to know what is going on out here.

Take for instance the latest trouble threatening at Chefoo where there is a big foreign community and whence a British man-of-war has proceeded to give protection if needed. The "Overland China Mail" gives the most reliable and the most informative news about developments.

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"THE OVERLAND CHINA MAIL."

OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)

The Court of the University of Hong Kong, on Dec. 17, amended the Statutes of the University as follows:

- (1) By the substitution, in Class 3 of statute 4, of "The Director of Medical and Sanitary Services" for "The Principal Civil Medical Officer"; and
- (2) by the substitution, in paragraph 2 of statute 5, of "Twenty" for "Seven".

These amendments, having been allowed by the Governor in Council on Feb. 7, become valid and operative from Thursday.

[The Statutes of the University are set forth in the Second Schedule to the University Ordinance, 1911. Earlier amendments will be found in Government Notifications Nos. 360 of 1925, 263 of 1926, 71 of 1927 and 338 of 1928, and Ordinance No. 4 of 1927.]

Receipt is acknowledged, with thanks, of a striking wall-calendar issued by the Pennsylvania Railroad Co. sent by Messrs. Thos. Cool and Son, Ltd.

The "China Mail" is indebted to the Asiatic Petroleum Co. (S.C.), Ltd. for artistic Chinese calendars.

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Seasonable
for
China New Year

weather is just as necessary to the Chinese for their New Year (according to the old lunar calendar) as it is for our festive season. The cold of the last few days was a long-delayed blessing for the furriers and tailors. But the drizzles, coupled with the muddiness of the streets, were bad for the general retailer and the stallholder in the bazaar. About the bazaar—Everybody was talking last night about the real bargains that must exist because trade had been bad—as it has been said to be, year in and year out. But I am afraid that ridiculously cheap prices remained in the realm of the mythical, even if one by only seeking White-chapel caps (of 1898 vintage) or Boston garters from Osaka, Japan. It is, however, an ill wind, etc. I am not sure which way the monsoon is blowing at the moment, but the biggest man in the second-hand leather shoe trade of Paddy's Market assured me last night that he had an abnormal turnover because of the rain. Shoes wear out while shopping and Chinese must be properly shod to-day!

One hears a lot Honours in these days of the Order of good services to St. John the Colony performed by the St. John Ambulance Brigade. It is some time, however, since we last heard of any "honours" going round locally among the Red Cross people. Here are a few of the "big" ones, set down in order of precedence, in the Venerable Order of the Hospital of St. John of Jerusalem:—

Bailiff Grand Cross,
Knight of Justice,
Knight of Grace,
Commander of the Order.

H.E. the Governor Local Holders of Honour (Sir Cecil Clementi, K.C.M.G.) is a Knight of Grace in the Order. Sir Robert Ho Tung and Mr. Ho Kom-tong, O.B.E., were both appointed Honorary Knights of Grace in 1924. Mr. E. Ralphs, Assistant Commissioner of the Hong Kong Corps, St. John Ambulance Brigade, is a Commander of the Order. Dr. W. V. M. Koch, the District Surgeon of the Ambulance Brigade, is an Officer of the Order. The late Dr. (Mrs.) A. D. Hickling and Mrs. Ralphs were appointed Honorary Serving Sisters.

A correspondent has written to ask if, the Arthur Lum On, one of the F. Lynn two Chinese Naval aviators who fell into the Whangpoo River, Shanghai, a few days ago, and had a narrow escape, is the Captain Arthur F. Lynn who gave exhibition flights in Hong Kong in 1914. I cannot say offhand because I have not Lum On's career before me. "Arthur F. Lynn," however, is Lum Fook-yuen according to Cantonese pronunciation. But "Lum" is a very common surname, as common as, say, Robinson, even if it is not one of the so-called "big ten" surnames of China.

Captain Arthur F. Lynn was second in command of the Canton Aviation Corps in 1920. He was born in San Francisco in 1890. Besides occupying an important post in the Army of Canton, Captain Lynn also entered into active business and did well as an import, export and insurance agent. Then he started a school to train chauffeurs for the growing motor-car trade in China. Captain Lynn was the first Chinese to graduate from the well-known Curtis Aviation School of Buffalo, N.Y., receiving his diploma in 1913. He is the holder of International Pilot Licence No. 245. While in America he flew over many cities and won many trophies for record flights.

Captain Lynn returned to China in 1914 and gave some demonstrations in Swatow and Canton soon after his arrival. The authorities in these two ports rewarded him specially for his success in showing the people the possibilities of aviation. In 1916, the Military Governor of Kwangtung commissioned Captain Lynn to invade the bandit strongholds in the island of Hainan. He did that job well. To promote Cantonese aviation, Captain Lynn organised an Aero Club in Canton and became the chairman. Captain Lynn was very popular socially in Canton. He was the head of the Sun Ting Club and once acted as treasurer of

the European-American Returned Students' Association.

How many of Chinese us in Hong Kong, where so the D.S.O. close contact is maintained between the Royal Navy and the Nationalist Army of China, are aware that there is at least one Chinese who is a Companion of the Distinguished Service Order? This is Captain T. S. Chu (Tsui, or Chui, Tsu-sien, in Chinese). Early in 1917, Lt.-Comdr. Chu as he was then, was deputed by the Chinese Ministry of the Navy, Peking, to act as "observer" in the British Fleet during the Great War. He was also with the French and Italian Fleets and visited all the important fighting zones on land and sea. Then in the winter of 1918 he was appointed Assistant Naval Attaché to the Chinese Legation at No. 49, Portland-place, London, W.1.

Captain Chu is a son-in-law of Mr. Wu Chi-sun, Chief Secretary of President Hsu Shih-chang. He was delegated by the Educational Department to represent it to welcome the Italian Army Aviators engaged in the Rome-Tokyo flight of 1920 and is one of the most successful American-returned students in China. He is 40 years of age now. Born in Wusin, Kiangsu, Captain Chu received his naval education in the Nanking Naval Academy, graduating from that institution at the head of his class 1908. Following his graduation, he served in the Chinese Navy on the high seas for two years. In 1910, he was sent by the Imperial Government to pursue a course in naval architecture in the United States.

Captain Chu studied at the Massachusetts Institute of Technology, where the degree of M.A. in Naval Architecture was conferred on him in 1915. During the subsequent two years, he worked in various Navy yards and Submarine works as naval architect. In the winter of 1916, he wrote a book in Chinese on submarine construction, which was published Shanghai. In 1919, he served on the Committee in Naval Affairs at the Paris Peace Conference. As one of the commissioners to watch the autumn manoeuvres of Japan, Commander Chu (as he was then) went to Japan in 1919. Upon his return to China, he was attached to the Bureau of Naval Affairs of the Ministry of Navy, with the rank of sectional chief, holding concurrently the office of special commissioner at Shanghai of the Department of Aeronautics. Both the Chinese and Japanese Governments have also honoured him with decorations.

A Royal Naval Pay Lieut. A. T. Phillips be remembered for some time for his unfailing courtesy to Pressmen was Paymaster Lieutenant Arthur Trestain Phillips, who was appointed on Oct. 22, 1926, to H.M.S. *Tamar*, the local receiving ship, for duty in the Commodore's office. He went Home recently, on completion of two years' service on the China Station, leaving a host of friends both in and out of the R.N. Now I learn he has been appointed to H.M.S. *Victory* for the secretaries' course, and the appointment will commence from Tuesday. He was promoted Pay. Lt. on April 15, 1923, and has passed the qualifying examination for accountant officers for advancement to Pay Lt.-Comdr. When the last Japanese Squadron visited Hong Kong nearly twelve months ago, he had much to do in arranging the programme of entertainment and was the liaison officer between the R.N. and the other organisations. Although holding lower rank than officers who, from time to time, sat on Royal Courts-Martial, Pay Lt. Phillips acted in a legal advisory capacity as Deputy Judge-Advocate. Civilians—lawyers and laymen—were much impressed by his knowledge of the law in its R.N. and wider aspects. Good luck to him.

With the International soccer Favourite match "on" tomorrow against Shanghai, my thoughts turn to Quarter-Master-Sergeant Jimmy Sims, Royal Army Medical Corps, who has played and played well for Hong Kong at centre-half. In my opinion, he was the brainiest if not the most brilliant pivot in Hong Kong since the War. He played for Kowloon F.C. in League and Shield and also in H.K.F.A. and Service representative football with distinction—as a player and as a gentleman. His capabili-

ties were overlooked in his first season here when he was picked as a reserve to go to Shanghai; but he did not go. Now he has returned to Aldershot. He played in a friendly game against Oxford City but the R.A.M.C. lost by five goals to one. Nevertheless, a writer says, his presence strengthened the middle line. Several Medical players were absent, too. His value to Kowloon is told by that Club's run of successes in the Shield, and also in other feats. Apropos of Kowloon, I can tell a story about Jimmy which has not been told before. When invited at meetings of the selection committee to have a drink, his usual reply was: No, thanks, not even a soft one; I am not thirsty.

Latest Royal Naval Appointments concerning ships in the China Station have been announced as follow:—Comdr. the Hon. E. W. E. Fellowes to H.M.S. *Cumberland* (one of the new cruisers), from Jan. 14; Lt.-Comdr. E. W. B. Sim to H.M.S. *Sterling* (a destroyer), from Feb. 1; Lt.-Comdr. L. M. Bridge to H.M.S. *Tamar* (receiving ship), from Feb. 1; Lt. Comdr. L. G. Addington to H.M.S. *Tamar* (receiving ship), from Feb. 1.

No wonder the Effect of "boys" in the Good Bread Royal Navy invariably look so fit out here, which there is no denying. That their principal food is carefully prepared is evident from the breadmaking competition held recently in ships on the China Station, the result of which has been announced by the Admiralty. The standard of bakery bread was generally very high and the judges had great difficulty in determining the order of merit. Some of the bread was under proof.

Bakery baked bread for the annual trophy presented by the Commander-in-Chief—Cook Harold W. Wilson (Chatham), H.M.S. *Cumberland*. Ships—1, *Cumberland*, 94 (out of 100); 2, *Kent*, 98; *Hermes*, 89; *Suffolk* and *Cornwall*, 88; *Castor*, 86; *Titania*, 78. Galley baked bread—P.O. Cook Wm. P. Briggs (Chatham), *Cumberland*. Ships—1, *Cumberland*, 92; 2, *Kent*, 85; *Titania*, 82; *Suffolk*, 80; *Castor* and *Cornwall*, 78.

Ships without bakeries—Ldg. Cook W. E. Emery (Devonport), *Petersfield*. Ships—*Petersfield*, 81; *Marazion*, 67.

According to the Boy Scouts latest number of and Girl Guides the Silver Wolf, the grand total of local active workers in the Boy Scout movement, when a census was taken last September was 610. The total number of Girl Guides, Brownies and Rangers who took part in the "Totem" competition last November was 175. Which figures, it is thought, are highly satisfactory. There are 26 groups of Boy Scouts. And the list supplied is as follows:

| | Numbers |
|--|---------|
| Cubs | 73 |
| Scouts | 358 |
| Rover Scouts | 44 |
| Sea Scouts | 24 |
| Sea Rover Scouts | 7 |
| Total of Cubs, Scouts and Rovers | 506 |
| Scouters | 43 |
| Total all ranks | 549 |
| Add 3 Commissioners and 68 branch Officers | 71 |
| Grand Total | 610 |

The result of the last competition for the Prince of Wales Banner was as follows:

| | Two Year's | Rallies | World Total |
|------------------------|------------|---------|-------------|
| Sea Scouts | 100 | 100 | 200 |
| 4th (Murray) | 90 | 28 | 118 |
| 20th (Central) | 74 | 36 | 110 |
| 6th (E. Kadoorie) | 83 | 17 | 100 |
| 5th (Roving) | 76 | 16 | 92 |
| 7th (King's College) | 79 | 13 | 92 |
| 25th (Yuen Chai) | 74 | 14 | 88 |
| 2nd (St. Andrew's) | 36 | 27 | 63 |
| 13th (Ying Wa) | 37 | 10 | 47 |
| 12th (Queen's College) | 24 | 12 | 36 |
| 10th (St. Paul's) | — | 14 | 14 |
| 1st (St. Joseph's) | — | 9 | 9 |

With the International soccer Favourite match "on" tomorrow against Shanghai, my thoughts turn to Quarter-Master-Sergeant Jimmy Sims, Royal Army Medical Corps, who has played and played well for Hong Kong at centre-half. In my opinion, he was the brainiest if not the most brilliant pivot in Hong Kong since the War. He played for Kowloon F.C. in League and Shield and also in H.K.F.A. and Service representative football with distinction—as a player and as a gentleman. His capabili-

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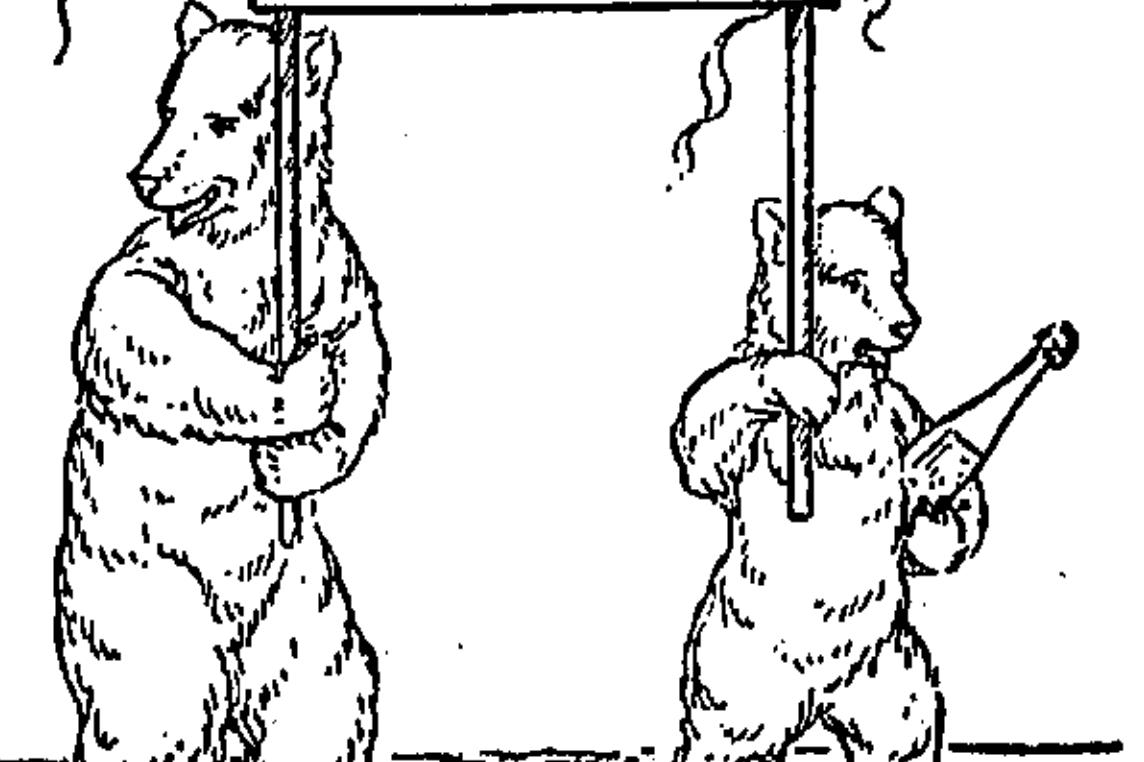
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HONG KONG, SUNDAY, FEBRUARY 10, 1929.

Broadcasting Disaster Signals

NOTHING of the order unexpected or sensational is to be found in the finding of the Coroner's jury in regard to the appalling "Hsinwah" disaster and the inquest on the body of one of the Chinese victims. It almost approaches superfluity to return a verdict that "the cause of the victim's death was 'found drowned as the result of the ship's sinking.'" But the duty had to be discharged in accordance with the laws of the Colony, and there that particular though undoubtedly unfortunate phase of the tragedy must rest.

It is in the recommendations of the jury that chief interest will arise, if only by reason of their possible bearing on any similar maritime disasters so close to the harbour of Hong Kong in the future. The inevitable fact is stated that during the course of the hearing of evidence, it was forcibly borne upon the jury that "the present system of disseminating and broadcasting signals of disasters is much too cumbersome to ensure prompt assistance to ships in distress." That, most undoubtedly, is only too true for the good name of the Colony. Wrecks and even minor mishaps at sea are beyond the control of any Government Department here. But it is far from insufficient to be content with such an axiom and at the same time to refrain from framing and ensuring the adoption of a water-tight and fool-proof system of distributing and broadcasting signals of disasters. The jury have found that the existing system is much too cumbersome to ensure prompt assistance to ships in distress. They state that had news of the "Hsinwah" disaster been immediately broadcast, other vessels, if any, in the vicinity of the wreck would have rushed to the scene and, therefore, would have, in all probability, saved many lives. Wisely, the jury have condemned not Departments nor individuals connected with Departments—they have frankly exposed the utter ineffectiveness of the existing system of disseminating and broadcasting signals of disasters. In so far as the defects of that system helped even indirectly to swell the toll of victims of the ill-fated "Hsinwah" the Government as such must accept the implied indictment of it by the jury and immediately consider most seriously obvious improvements in the system in question. True it is that any reforms henceforth effected will be in the nature of "locking the stable door after the steed has been stolen," or what is equally material, being wise after the event. The verbal dose of medicine administered to the Government in the rider to the jury's formal verdict may be unpalatable. But its line of duty in the immediate future stands out most clearly. And the public generally should have sufficient confidence in the Government to warrant a feeling of optimism that it will avoid any dangerous delays and hasten to give effect, as far as practicable, to the various recommendations that the jury have made.

Two of the three recommendations made are co-related. The Government is, firstly, asked to look into the question as soon as possible with a view to rectifying existing conditions; and it is recommended that the Harbour Master, or some other officer, be authorised and instructed by the Government to deal directly and promptly in matters of this kind. These are suggestions that ought not to create any difficulty.

Of equal importance is the recommendation that Police patrol boats should be of a type sufficiently seaworthy to undertake hazardous rescue work—as they appear to be the only craft in harbour that are available at all times—and the men in charge of them should be sufficiently qualified to handle them in rough seas. Reviewing the whole evidence of the "Hsinwah" disaster inquest one is irresistibly tempted to ponder over "what might have been done" in regard to the rescue work had the typhoon rescue launch and the various Police patrol boats been of a type to proceed instantly to the scene of the wreck even in the most tempestuous seas. It is, of course, idle to consider "what might have been done"—much more to the point is to contemplate what can and ought to be done on the unfortunate occasion of any future shipping calamity so close to our own harbour.

HONG KONG FAIRY STORIES **THE "HERALD" CALENDAR**

Feb. 10, 1927.—Mr. Kwok Siu-lau appointed a member of the Court of the University of Hong Kong for three years.

* * *

Feb. 10, 1922.—Kowloon-Canton Express train held up by armed men in Chinese Territory.

Feb. 13, 1927.—Death of Sir Thomas Bradell, former Attorney General of the Straits Settlements.

Feb. 18, 1927.—Arrival in Hong Kong of Vice-Admiral Sir F. C. Tudor, Commander-in-Chief, China Station.

Feb. 16, 1927.—Ten Formosan fishermen rescued by the French s.s. "Tonkin" bound from Haiphong.

Feb. 17, 1927.—Arrival in Hong Kong of the Royal Society of St. George cabled condolences to the Australians on losing the fourth Test match.

Local doctors will refuse to treat all cases except "interpolitis" from Shanghai offering to play the winner of the Naval Dock-

Claude Falkiner has cabled from Shanghai offering to play the winner of the Naval Dock-

Use of English

We have stressed ere now the value of knowledge of the Chinese language to foreigners. We have laid equal stress on the necessity of Chinese youths acquainting themselves with Chinese literature. We now take pleasure in drawing attention to the fact that the recent tariff treaties entered into by China with Italy and Belgium include a provision that in case of disputes the English text shall be binding on the contracting parties. Neither Belgium nor Italy is an English speaking country, the "South China Monthly Review" points out, and it is significant that all the parties concerned have agreed to use English as standard of text. In the Orient, the English language has become not only the official language in diplomacy but also as a medium of communication in commercial transaction and cultural circles, the "Review" adds. It goes on to say:—It is but natural therefore that the new treaty between China and Britain likewise stipulates that in the event of any doubt in the meaning of this compact the English version shall be construed as expressing the true intention of the parties. Sentimental Chinese will object that a foreign language should be used in international agreement, but few will deny that English is most popular in this part of the globe and that if carefully worded it will convey the exact meaning as desired.

Science and Romance

One of the quintessential phases of our modern life is the conflict of science with romance, of reason with sentiment. Along with the ruthless march of the newer and still newer methods of modern progress, side by side with all the strictest and coldest inventions and improvements of an age of science skip the fairies of fancy and tradition. A campaign in New York for the simplification of the calendar seems to be gathering fresh force. It is another challenge by economic forces to our inborn sense of the sanctity of things old and mellowed and full of meaning. The plan is for 13 months of 28 days each, leaving one extra day a year for a holiday, with, of course, a further extra day to be fitted in somewhere in every leap year. Such a calendar would save millions of pounds a year. "Modern business management," says the spokesman for this campaign, "needs every aid to production, sales and economies that can be had. But the basis of all its operations, the element of time, is so unconsciously measured by the present calendar that it is a handicap instead of an aid." It is all perfectly true. But while the clumsy calendar thus forces us to build our very exact economic structure on a very loose and continually shifting foundation, there is something to be said for man's reluctance to let go any of the poetry, any of the old-time fragrance of seasons and harvests and half-forgotten gods that are wrapped up in such a tradition.

Chinese Emigrants.

A certain number of people in this Colony will evince some interest in the complaint of a gentleman who writes to the "Straits Times" with regard to the physical standard of the type of immigrant now arriving from China. He refers to a batch of coolies whom he saw recently, all of whom were youths of from 16 to 18 years of age, emaciated and undersized. Having regard to the ease with which malaria and other diseases attack immigrants in this condition the correspondent asks whether it is possible to enforce some selective process at St. John's quarantine station. The answer, unfortunately, is that it is not possible. The Straits Government took powers last year to restrict immigration if, for economic or other reasons, it ever becomes necessary to do so, but that legislation would not be invoked on such a plea as this. The coolies now arriving from China, says our contemporary, are a much inferior type, physically speaking, than they were before the War, and the effect of years of oppression and semi-starvation are only too painfully apparent in the bewildered groups of immigrants who may be seen hurrying through Singapore streets from ship to lodging house. If, however, Malaya wants only physically fit immigrants she must, asserts the "Straits Times," send inspectors to the principal ports of embarkation, as the United States has done in Europe. And if our good friends in Malaya are going to keep out unfit Chinese, what are they going to do with the Indian coolies some of whom have to spend a week in the estate hospital before they can be put to work?

Mechanical may marvel at Functions these things, they belong to the more mechanical perfection of a good golf drive or a perfect billiards shot, or even of a down-hill slalom with its series of little controlled hops on the string, has not the real interest to students of the psychology of man possessed by the nobler feats of creative art and science, controlled all through by sheer logic, and in which mechanism has little part. Darwin's "Descent of Man," Kant's "Essay on Truth," Shelley's "Adonais," Raphael's "Ansdel Madonna," or the "Ninth Symphony" of Beethoven are products of a psychology as high above that of a wonder break or drive or century in cricket as is the playing of a game of chess is above the wonderful progress of a monkey in the tree-

WHAT THING

by
"CAN DO."

An elderly assistant in one local establishment Out is thinking seriously of taking up a course in Pelmanism. This because he blames a bad memory for the mis-carrying of a recent effort on his part to gain for himself a reputation as a humorist in the home circle. A "waggish" traveller from Home told him the story. "Supposing," he said, "a vet, took a magnifying glass and looked into the lungs of a dog, what would he see? The explanation duly came. "Well," he was told, "he would see the seat of his pants." The old chap thought it very clever indeed, and he could hardly wait until he got home and got the chance to air his knowledge. All went well at first, and he succeeded in putting the question in the right way. Then, when his wife and daughters all "gave it up," he cleared his throat to explain before settling himself for the laugh. "Well, it's like this," he said, grandiloquently, "he'd see the seat of his trousers."

* * *

A certain international Strictly international cricketer Business vouches for this as a fact:—

Don Blackie, Victorian bowler, and Dave Elder, who umpired in the first test match in Brisbane, saw each other on opposite sides of Collins-street, Melbourne. "How is it, Dave?" called Blackie. "Not out, Don!" responded the umpire. Business before personal greetings for Elder.

Now that greyhounds racing seems to be on the wane in England an enterprising and popular sportsman is devoting his energies to forming a syndicate for the promotion of rat-killing competitions throughout the great industrial centres. The killing would be done by terriers, and the first prize would go to the dog which disposed of a specified number of rats in the shortest period of time. Enormous interest, it is claimed, would be created among dog-keepers, especially in the Midland.

The opinion that Extravagant legacies of money Children left to children are apt to be harmful to them is expressed in the will of Mr. Samuel Montague Gluckstein, a director of Messrs. J. Lyons and Co. and many other concerns, who left estate of £56,693. In his will he states:—

It is because I think that an expectation of money or benefit tends to promote extravagance amongst, and loss of the necessary control over, children of tender years, that I have by this will left the destiny and welfare of my children to those who (surviving me) will, I know, judge with wisdom and generosity as to their moral worth and as to the financial aid they should receive from my estate.

Mr. Willie Smith's The Big break of 2743 at Break billiards exhibits a splendid example of the mechanism of the human brain. His failure to pot the red, a simple shot with the red in the jaws of the pocket, shows that the human brain, as a machine, is not so accurate as a sewing machine or a bacon-slicer, which go on making breaks of 10,000 stitches or rashes without any error at all. Psychologically the making of a break of 2743 and the breakdown on a simple shot, owing either to lack of attention at the moment, or a sudden conscious effort which threw the sub-conscious machinery out of gear, is interesting. It is interesting in the same way as other feats demanding co-ordination of brain and muscles to very delicate tasks are—the extraordinary sensitive control of a violin bow or the handle of a golf club.

Yet, much as we Mechanical may marvel at Functions these things, they belong to the more mechanical perfection of a good golf drive or a perfect billiards shot, or even of a down-hill slalom with its series of little controlled hops on the string, has not the real interest to students of the psychology of man possessed by the nobler feats of creative art and science, controlled all through by sheer logic, and in which mechanism has little part. Darwin's "Descent of Man," Kant's "Essay on Truth," Shelley's "Adonais," Raphael's "Ansdel Madonna," or the "Ninth Symphony" of Beethoven are products of a psychology as high above that of a wonder break or drive or century in cricket as is the playing of a game of chess is above the wonderful progress of a monkey in the tree-

months later, Letter From when the book Woman had been published, he received a letter from a woman—a stranger complimenting him on the wonderful likeness he had drawn of her daughter, now dead, asking him where he had met her, and saying that the girl's fiancee had bought up every copy of the book he could find. Mr. Dulac, mystified, made inquiries, and discovered that the time of the girl's death was precisely the moment when the bell had rung at the door of his lonely house in France.

HONG KONG & DIRECTORY

1929 issue.

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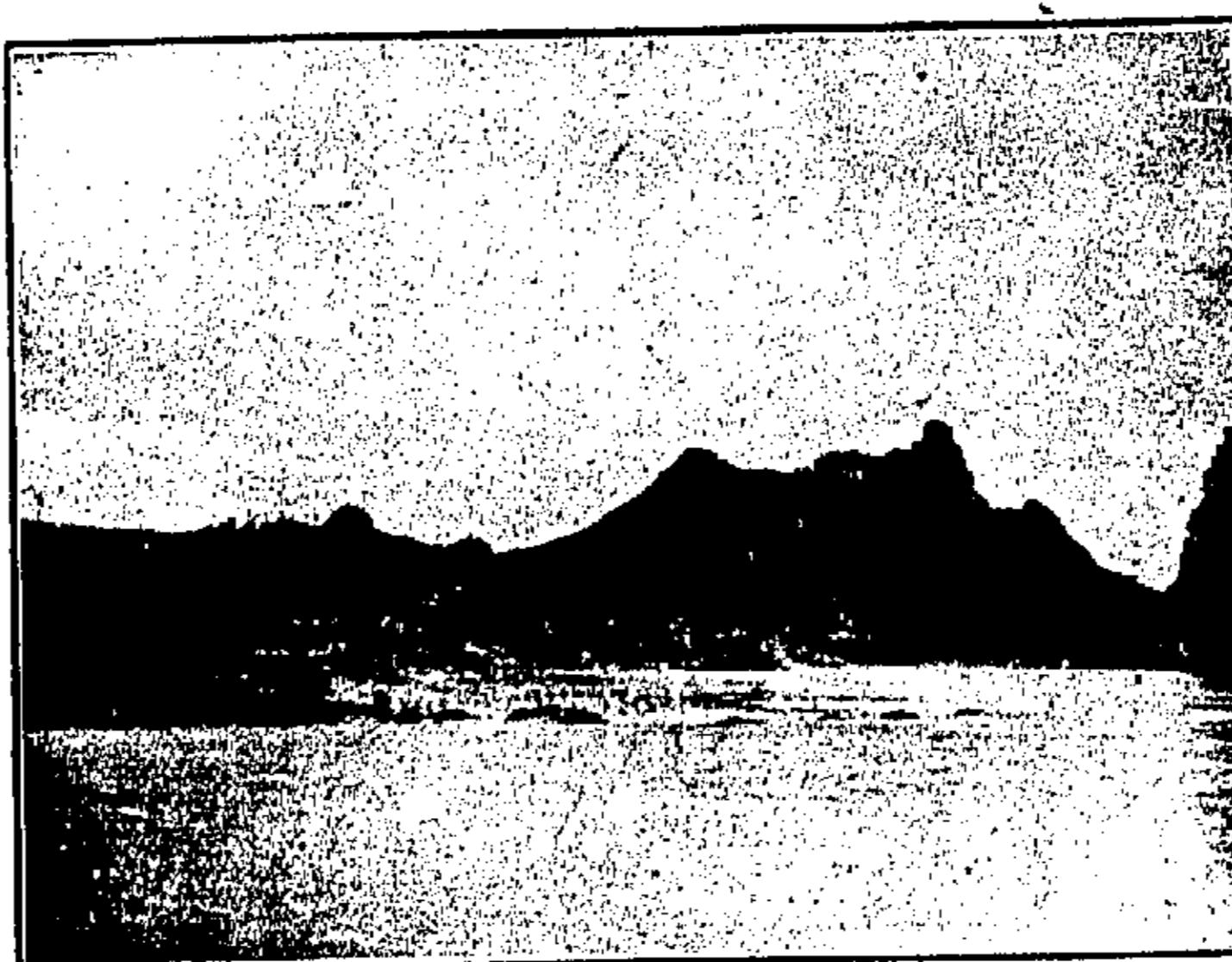
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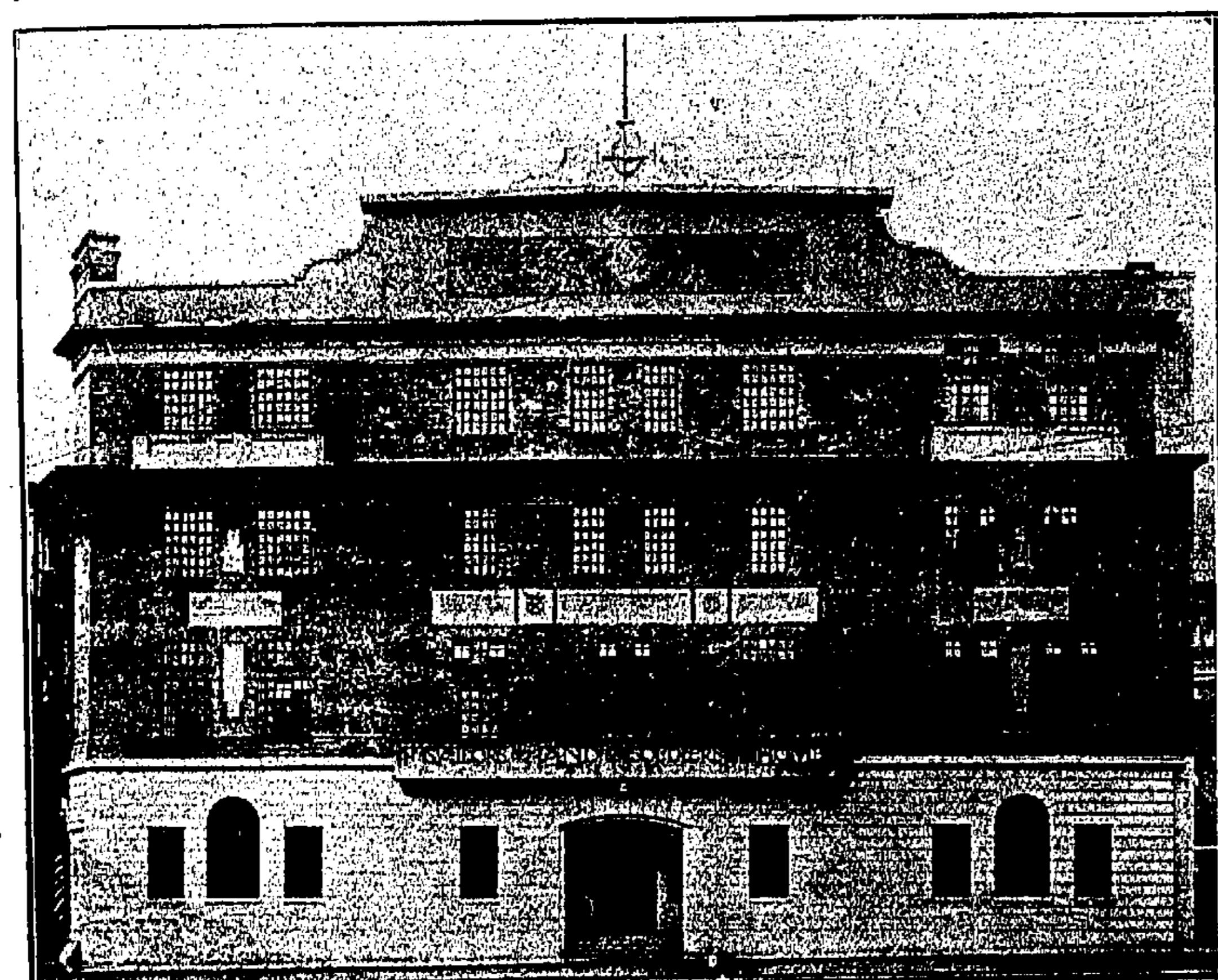
THE "WHIZZ BANGS" IN THEIR ELEMENT.—The "Whizz Bangs," a clever and versatile party of entertainers from the Royal Army Medical Corps, Hong Kong, who gave a performance at the new Sailors' and Soldiers' Home, Wanchai, after the opening ceremony by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), before a distinguished audience.



MILITARY FUNERAL FOR ITALIAN OFFICER.—Full naval and military honours marked the funeral services for Lieut. Antonio Orio, Italian Royal Navy, who died at the General Hospital, Shanghai, of pneumonia. An impressive cortege left the hospital and wended its way to the Church of the Sacred Heart, where religious rites were performed.—(Ah Fong).



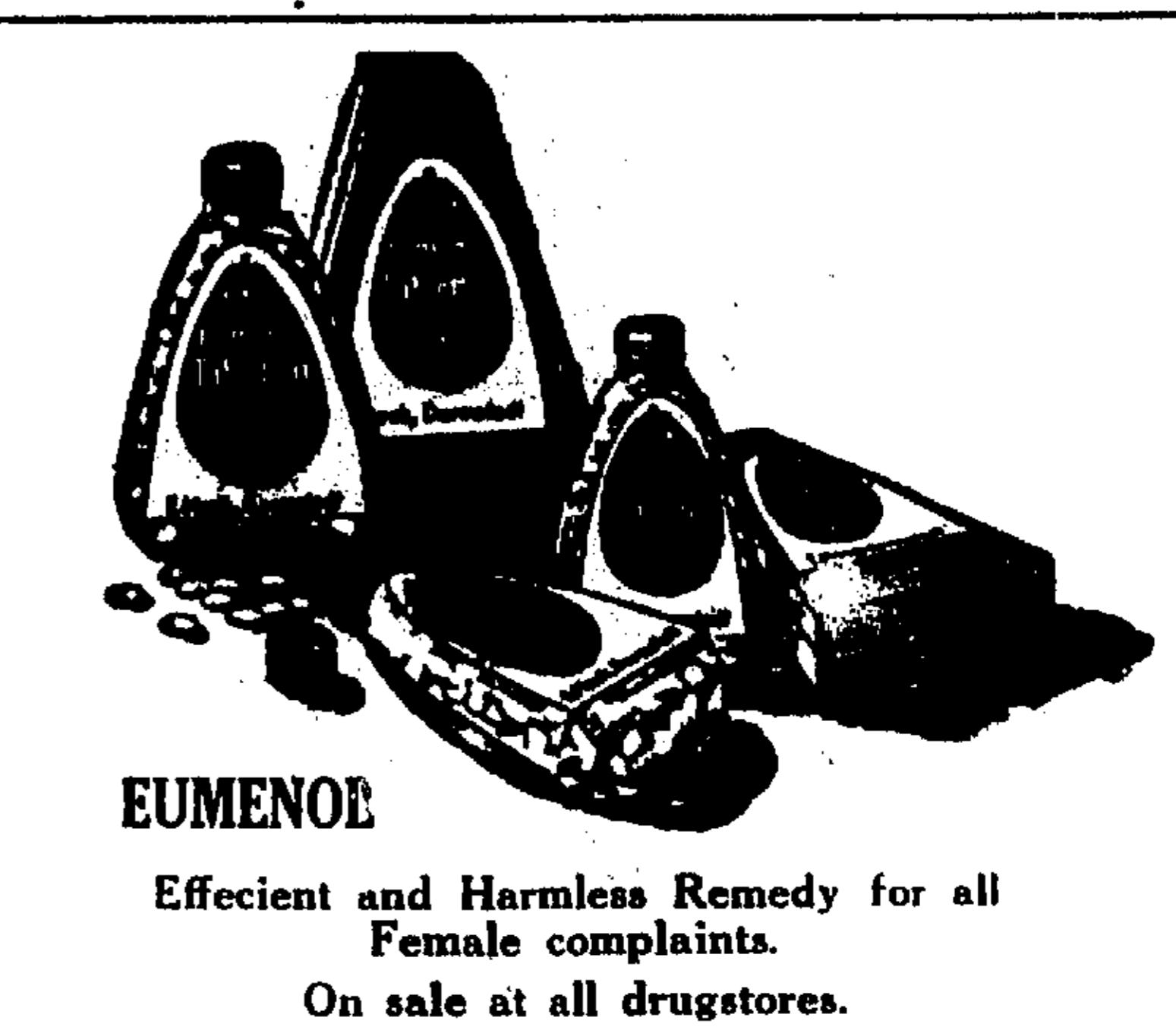
SCENE ALONG UPPER REACHES OF WEST RIVER.—Taken by Dr. A. Cannon and Mrs. Cannon of Hong Kong during their travels in Kwangsi province. In the flood season, navigation for small craft is dangerous. For years pirates and bandits have taken advantage of the abundant hiding places in the hills and exacted full toll from the people but the present Government has radically changed conditions.—(Strict copyright).



ONE OF HONG KONG'S NEW ASSETS.—The Wesleyan Sailors' and Soldiers' Home, Wanchai, open to Servicemen of all denominations. The new building, replacing the one at Arsenal-street corner, at Praya East, is now in use, but more donations will be welcomed.



SINO-FRENCH COMMISSION.—A group photograph showing the members of the Sino-French Commission appointed by the French and the National Governments for the assessment of damages resulting from the Nanking Incident. Left to right: Mr. Mailly, Mr. Victor Hu, Mr. Tulasne, and Dr. James Woo.

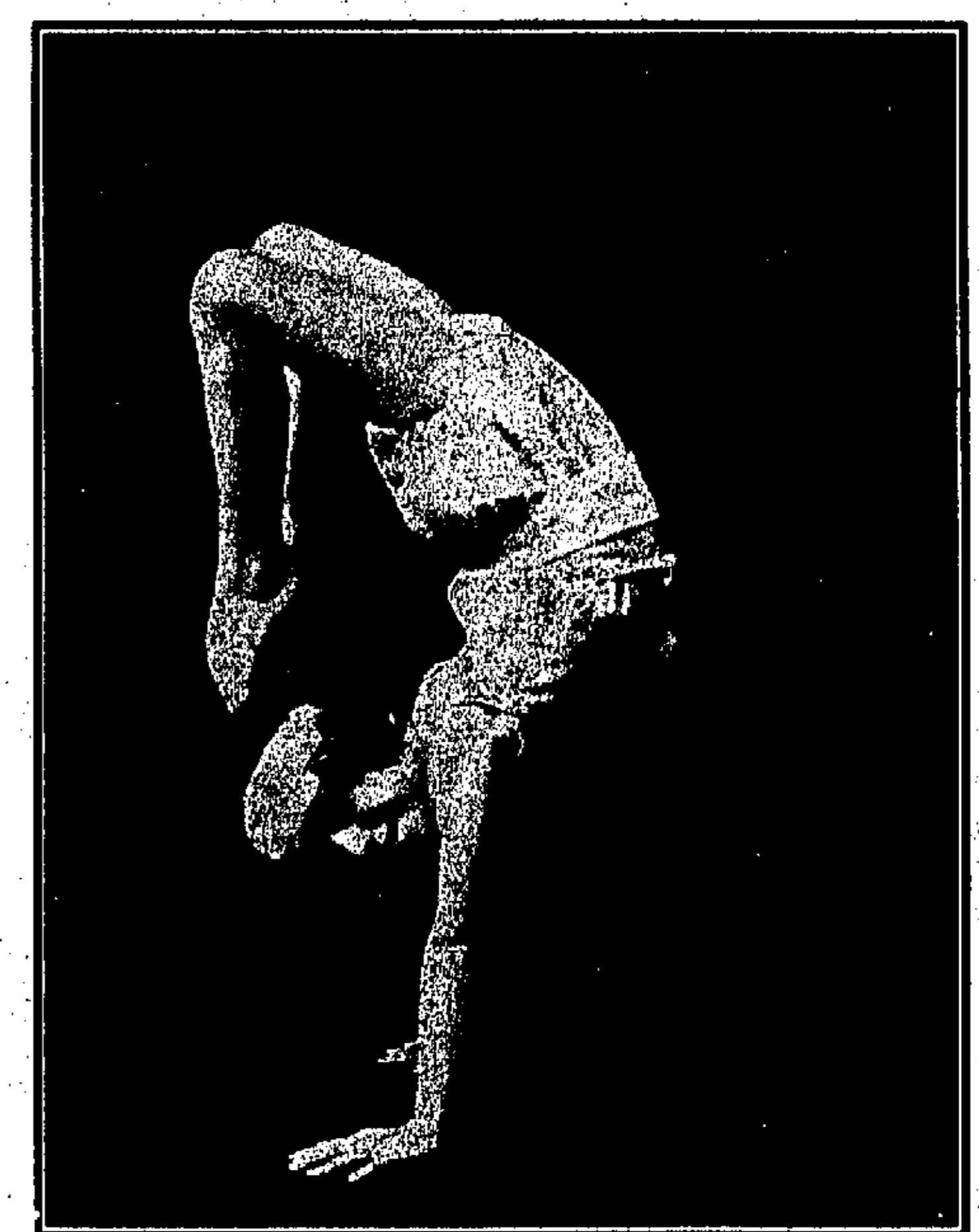


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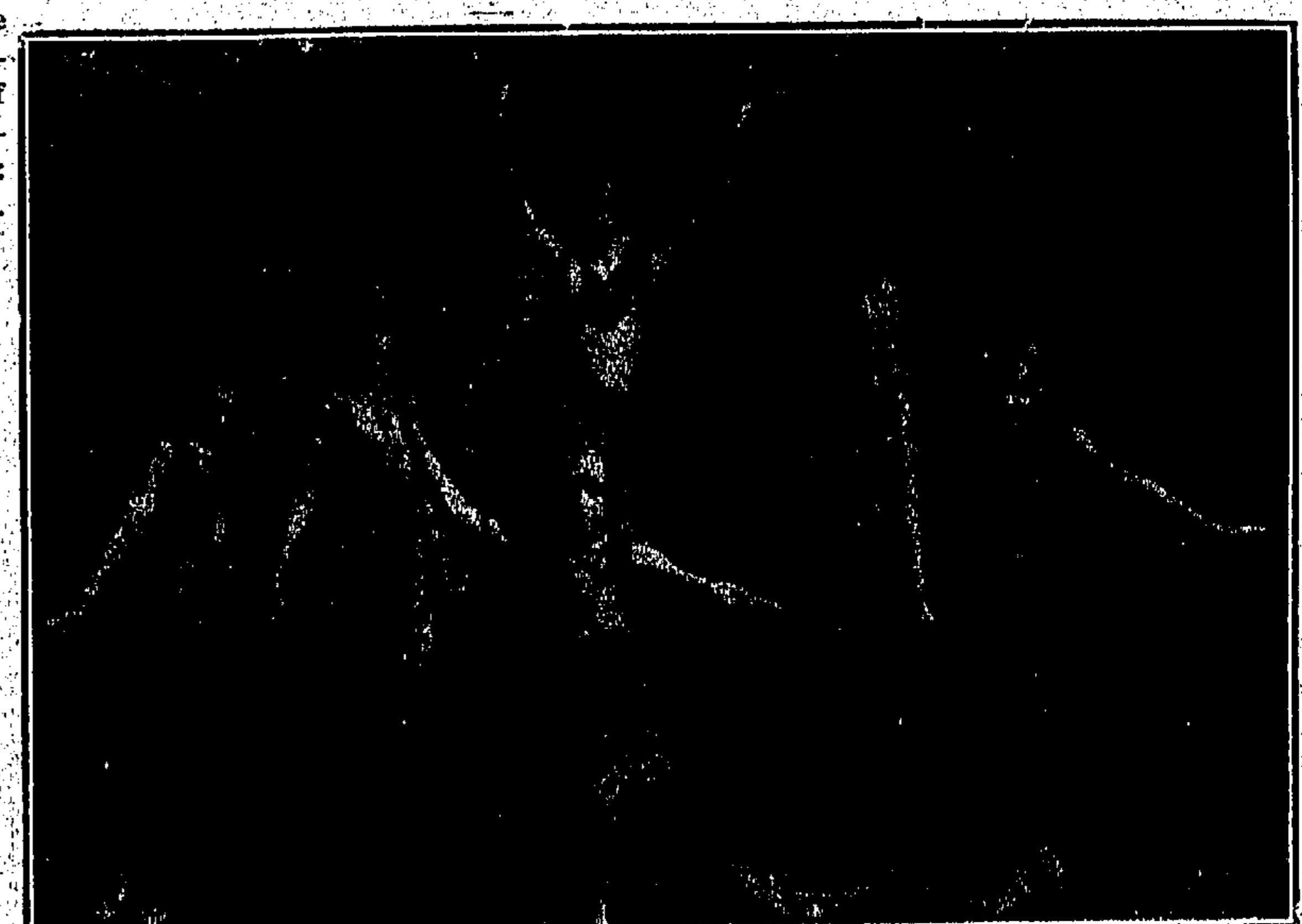
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BABY WONDER.—Little Cathleen Whelan, talented pupil of Miss Violet Capell, in one of her many acrobatic poses in the forthcoming displays. Queen's Theatre 27th Feb., Star Theatre 2nd March.



"PETER PAN" BALLET.—Group of gifted young girls who formed the ballet in the B.W.A. Dramatic Section's production, "Peter Pan," which was staged with great success at the Lyceum Theatre, Shanghai.—(Sanzetti).

R.A.O.B. DINNER.—A dinner was held at the Strand Hotel, Shanghai, by the Royal Antediluvian Order of Buffaloes Club of H.M.S. "Cornwall." A large number of members attended the interesting function and the above photograph was taken after dinner.—(Ah Fong).

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The Woman's Page

Jackets Add a Smart Note



A new style has swept the country. The vogue for the jacket has been increased until now it makes its appearance with every and all types of clothes. From the sports clothes that appear in the country with their accompanying cardigan to the elaborate jackets of lame and satins, the uses of the jacket are innumerable. Even the boudoir reflects this need for the jacket and bed ensembles are completed by breakfast jackets.

The afternoon mode, too, is finding the addition of a jacket a definite road to chic. In silks and satins, in velvets and laces this jacket is outstanding in its appeal. It supplies a youthful note that is always desirable and it also lends a distinct air of modishness that is also stimulating.

Fall and winter ensembles are being seen in two and three pieces with greater frequency. The two piece dresses usually possess a one-piece frock and its accompanying jacket. In the sports mode this of course includes three pieces, often such as skirt, sweater and cardigan. Of course even sports clothes in tweeds and knitted goods have the one piece dresses and jackets. Afternoon clothes in velvet find

the jackets a very effective addition. Simple one-piece dresses rely upon these jackets for their distinguishing outlines. Three piece suits of velvet too, are smart with their tuck-in blouses of rich satins.

More formal of course, are the chiffons and velvets which add all lame jackets which may also go into the early evening modes. The dinner dress is made particularly smart by the addition of these jackets of colourful and gleaming lame.

The lace jacket, too, offers much that is new. It appears with distinction upon the dresses of lace that are more and more becoming fashionable for afternoon and evening.

Alice White has opportunity to display one of these effective jacket ensembles in the First National film, "Show Girl." Miss White, who chooses her gowns with an eye to youthful effectiveness, appears particularly charming in a black satin dress, simply designed, which has added a jacket of matching fabric to complete it. The entire costume stresses simplicity and yet manages to impart a sophisticated note of modern appeal.

CALL TO YOUTH

WOMEN WHO WILL VOTE

[By Maud I. Croft, M.A., LL.B.] "Women," said Manu, the ancient Hindu law-giver, "have much hair and little brain." In these days of shingled hair and women in Parliament and the professions his observation seems too ridiculous even to be amusing.

But perhaps we do not always realise how recent is the change in public opinion regarding the position and capacity of women. After all, Manu and our Victorian grandfathers were substantially alike in their opinion of what it has only recently become an offence to term "the fair sex." It took over fifty years of agitation and what is often forgotten, fifty years of solid work spent on improving the education of women, before, in 1918, even a measure of political power was granted to them.

The Great Landslide

And what a landslide there has been since 1918. The changes are so many and so fundamental that it is almost impossible shortly to enumerate them—the professions opened to women, equal divorce laws, almost equal rights of mothers with fathers concerning their children, and then the equal franchise—women, at least as far as the law can make them, seem almost at last to be on equal terms with men.

But an uneducated democracy is a menace rather than a blessing. Every little bit of knowledge helps, but especially, perhaps, the knowledge of the law of our country. To take an obvious example. How many women at the present day have any exact knowledge of their rights as voters? It is true that the subject is not a very exciting one, but five minutes of close attention is surely not too great a price to pay in return for full recognition as a "political animal."

The Representation of the People (Equal Franchise) Act, 1928, provides that women shall, in future, exercise the vote on exactly the same terms as men.

The Conditions

A person can now have his or her name placed on the Parliamentary Register (it is important to note that being placed on the register is the essential qualification of a Parliamentary elector) provided that he or she:

(1) has attained the age of 21; and

(2) is not subject to any legal incapacity (is not, for example, an alien, a peer, a felon, or a lunatic); and

(3) has either (a) the requisite "residence qualification," or (b) the requisite "business premises qualification;" or (c) is the husband or wife of a person entitled to be so registered in respect of a "business premises qualification;" or (d) has the requisite University qualification.

It is necessary to explain the meaning of the terms "residence qualification" and "business qualification." A person in order to have the requisite qualifications for a constituency (other than a University constituency):

(a) must on the last day of the qualifying period (i.e., Dec. 1, 1928) be residing in premises in

Manly Attire



The manly attire of Miss Mary Virginia Nellis, a New York girl whose engagement has just been announced in the London papers to Mr. Richard Kidston Law, the youngest son of the late Mr. Bonar Law, a former Conservative Premier.

the constituency, or occupying business premises there, as the case may be; and

(b) must, during the whole of the qualifying period (i.e., Sept. 1 to Dec. 1, 1928), have resided in premises, or occupied business premises, as the case may be, in the constituency or in another constituency within the same Parliamentary borough or county, or within a Parliamentary borough or county contiguous to that borough or county.

The term "business premises" means land or other premises of the yearly value of not less than £10, occupied for the purpose of the business, profession, or trade of the person to be registered. If there is joint occupation of "business premises" the aggregate yearly value of the business premises must at least equal the amount produced by multiplying £10 by the number of such joint occupiers; with the proviso that only two joint occupiers may be registered in respect of the same premises, unless they are genuinely engaged as partners who carry on their occupation on these premises.

It is thus clear that, quite apart from the "business premises qualification," every person over 21 (not disqualified as mentioned above), who is living in any house on Dec. 1, 1928, having lived there for the preceding three months, has the right to go on the register in respect of the house in the constituency in which he or she lives, or in a constituency in the neighbourhood as defined above. Mere residence is thus sufficient ground for a person, otherwise qualified, to obtain a vote; and so, for example, a domestic servant, who fulfills the necessary qualifications already set out, has as much right to be placed on the register.

She should at once take steps to examine most carefully the voting lists, which are open to public inspection at the office of her local registration officer, the town hall, the public library, &c. If she finds that her name has been inadvertently omitted she must lodge her claim before Feb. 16, 1929, on a special form provided for the purpose, after which an opportunity will be given to her to substantiate her claim to be placed on the register.

Fullness Marks the New Skirt



on the register as her master or mistress.

With regard to the University qualification, any woman who, being over 21 and free from legal incapacity, has received a degree (other than an honorary degree) at a University has, in addition, a vote in a University constituency. Moreover, a woman who has passed the final examination and kept the necessary period of residence at a University (e.g., at Cambridge) which did not, when she passed the examination, admit women to degrees, can also vote in such a University constituency, so long as she is over 21 and is not suffering from any legal incapacity.

Plural Voting

To check plural voting it is provided that a person cannot vote at a General Election for more than one constituency for which he or she is registered by virtue of a residence qualification, or for more than one constituency for which he or she is registered by virtue of other qualifications of any kind. To illustrate this let us take the case of a woman University graduate who possesses both a country house and a town house, as well as a business office. At a General Election such a woman would only be able to exercise two of the four votes which she possesses, and furthermore, she would only have a limited choice as to which of these votes she could use.

Thus, she could only vote either in the constituency of her town house or her country house; and her second vote would have to be cast either in respect of her business premises qualification or her University qualification.

Subsequently, if she were to have by-elections one after the other in each of the four constituencies in which she is on the register—i.e., town, country, business, and university—she would be able to vote in each place in turn, but, as has been stated, at a General Election the maximum number of votes she could cast would be two only.

The New Register

The first register compiled under the new Act will come into force on May 1, 1929, and will continue in force until Oct. 15, 1930.

It is extremely important, therefore, that any new voter should ascertain that she has, in fact, had her name placed on the register (for, as has already been stated, being on the register is the essential qualification of the Parliamentary voter).

She should at once take steps to examine most carefully the voting lists, which are open to public inspection at the office of her local registration officer, the town hall, the public library, &c. If she finds that her name has been inadvertently omitted she must lodge her claim before Feb. 16, 1929, on a special form provided for the purpose, after which an opportunity will be given to her to substantiate her claim to be placed on the register.

Luxurious Robe



A negligee in white brocaded velvet, piped with red satin.

MAKING SURE OF NEW-LAID EGGS

If the rate of egg production is to be kept up in frosty weather, or when snow is on the ground, special attention must be given to the feeding of the layers and to their comfort.

In such weather fowls are best kept indoors, busily employed scratching in the litter for their grain feed. At such times maize, on account of its heat-producing properties, is a most valuable grain, and should be fed freely. It may form as much as half of the daily grain ration.

Food Easily Digested

Its chief value lies in its easily digested carbohydrates and fat, but as it does not contain all the nutrients in proper proportions for the formation of eggs it must be used with other foods possessing the particular qualities in which it is deficient. Fed in combination with wheat and short plump oats it makes an ideal scratch feed.

Equally important with the grain feed is the mash ration. This, whether fed in a moist state or dry, should be a nourishing and easily digested, and should also contain a suitable proportion of heat-producing ingredients.

A Good Mash

The following will be found a suitable mash:—2 parts (by weight) fine middlings, 1 part broad bran, 1 part maize meal, 1 part plique ingredients.

Sussex ground oats, and $\frac{1}{2}$ part of fish or meat meal. The addition to this of some good biscuit meal well soaked in boiling water and dried off with the meals mentioned above makes a most appetising mash.

It must not be forgotten that from 70 to 80 per cent. of the contents of an egg is water, and as some fowls drink very little when it is icy cold, it should be given them lukewarm, and that twice a day in frosty weather, or the egg supply will soon fall off.

—J. N. LEIGH.

REMANENTS

Two-yard remnants of ring velvet are admirable things to get hold of nowadays. If the velvet happens to be the figured variety it can be fashioned into a smart little jumper with long, slim sleeves and a tied binding at the neck. The most up-to-date dress of the moment consists of just such a jumper, worn with a plain velvet or satin skirt.

APPLIQUE IDEAS

Flowers cut from printed chiffon are appliquéd to plain chiffon scarves, evening frocks, and jumpers—a very pretty new idea. You can give any number of articles an added distinction by saving a short remnant of flower fabric and cutting it up for applique purposes.

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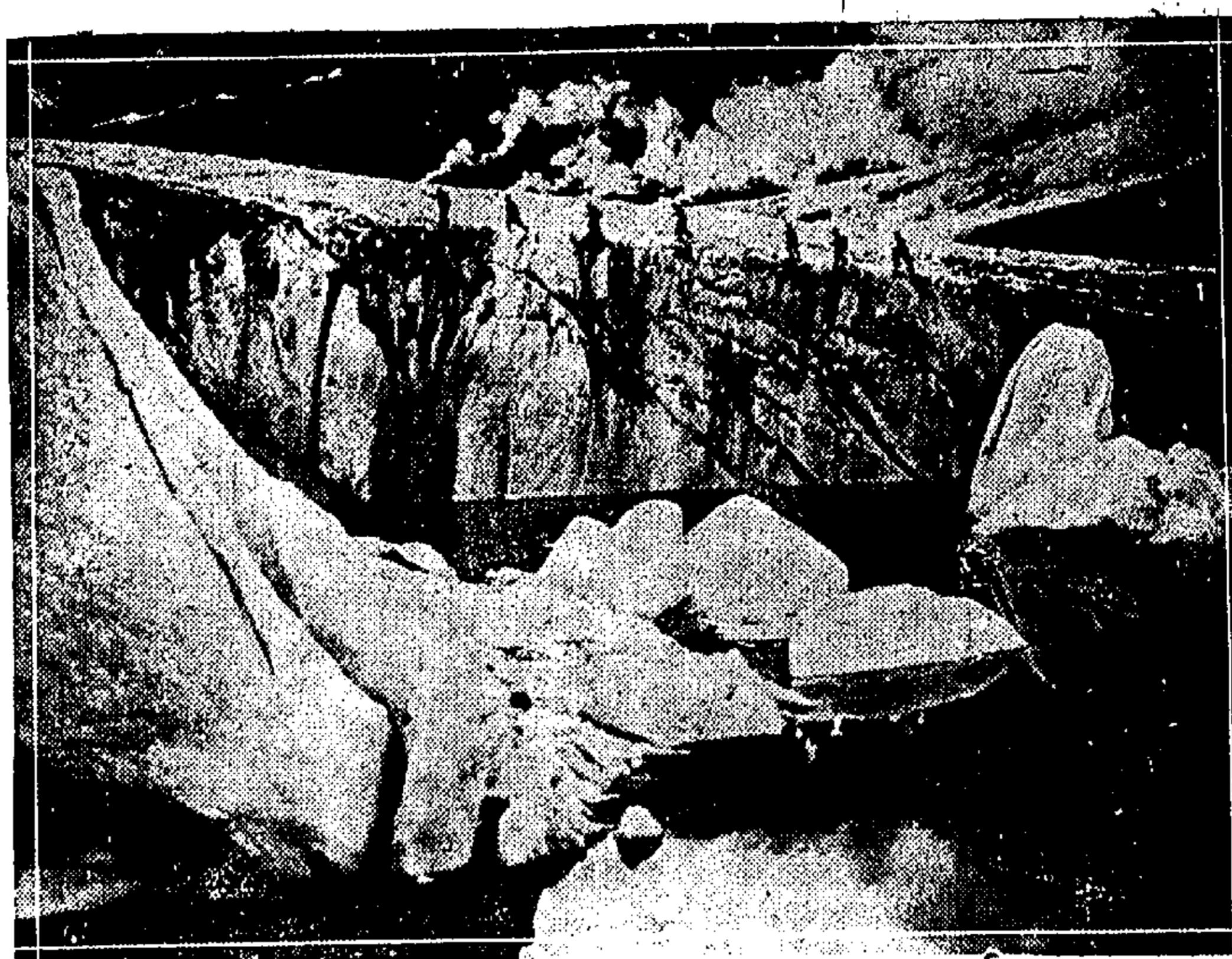


Not content with added breadth to the skirt, Paris designers have gone a step further and used buckles as well. This gives the greatest possible fullness to this beautiful circular skirt which adds considerable grace to the figure when dancing.

ROUND THE GLOBE IN PICTURES.



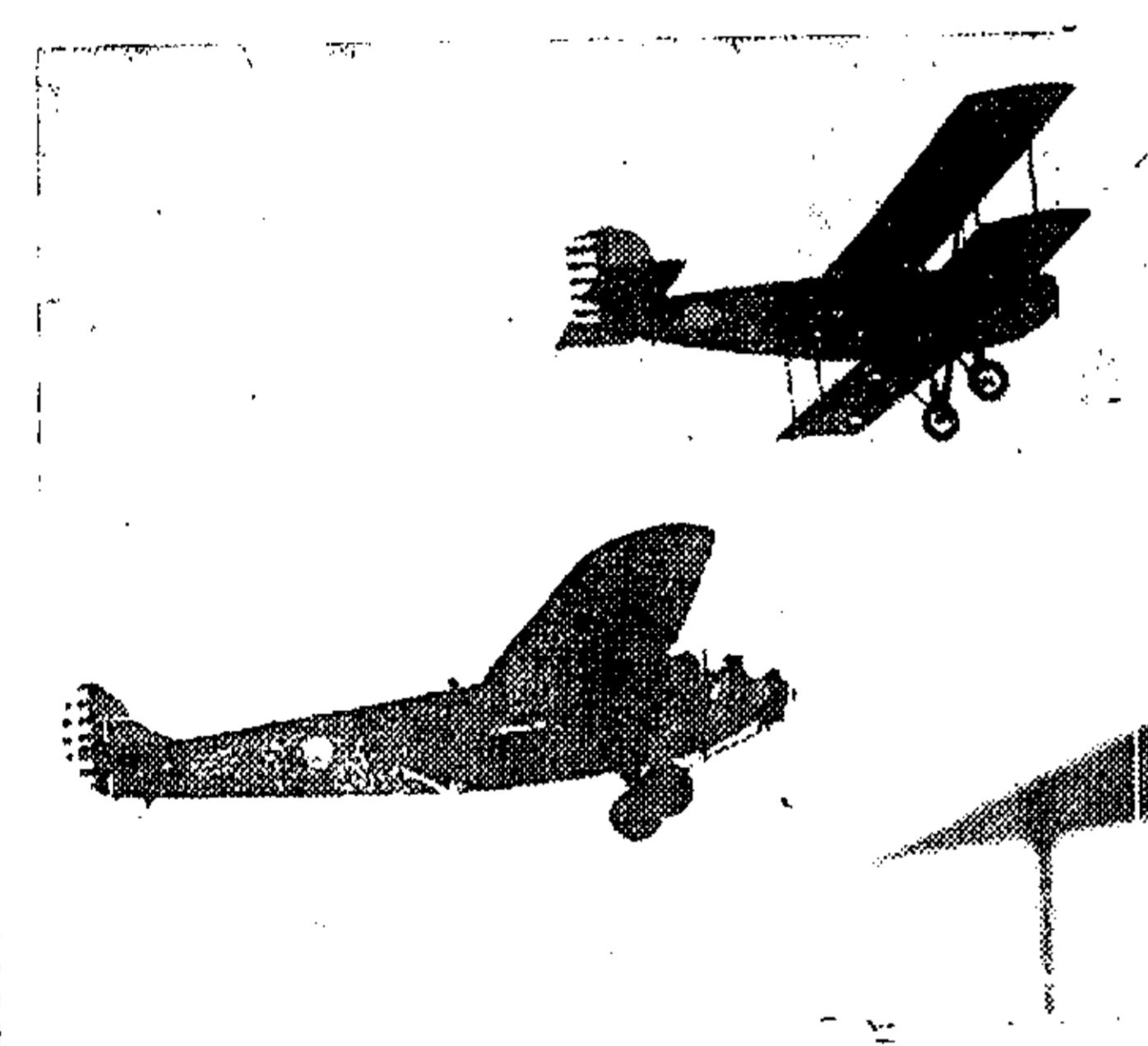
Bobo, the human chimpanzee of Berlin, lending a light from his cigar to the waitress with the cigarette.



Seven sturdy explorers marching up along the edge of one of the glaciers while battling to scale the heights of the famous Matterhorn, in Switzerland. Fearful of a mis-step, the men carry long torches, throwing off weird lights as they climb the icy peak.



A new portrait of Crown Prince Otto and Princess Elizabeth, two of the children of the late Emperor, King Charles and Empress Zita of Hungary. The Prince has just passed his 16th birthday and was "proclaimed" King by the Legitimists, headed by Count Apponyi.



The first refuelled Fokker plane, lower, being refuelled while flying at a speed of 100 miles per hour by a Douglas transport plane. This test was made to prove the feasibility of refuelling planes while in flight. The U.S. Army air service intends to use this Fokker plane in an endurance flight lasting at least two weeks, which will begin at Los Angeles, gradually working its way east. Both food and fuel will be exchanged while the ship remains in the air.



A view of the first aviation meeting ever held in America at Belmont Park, Long Island, in October, 1910. The planes are from top to bottom: Wright, Farman, Blériot, Antoinette and another Farman.



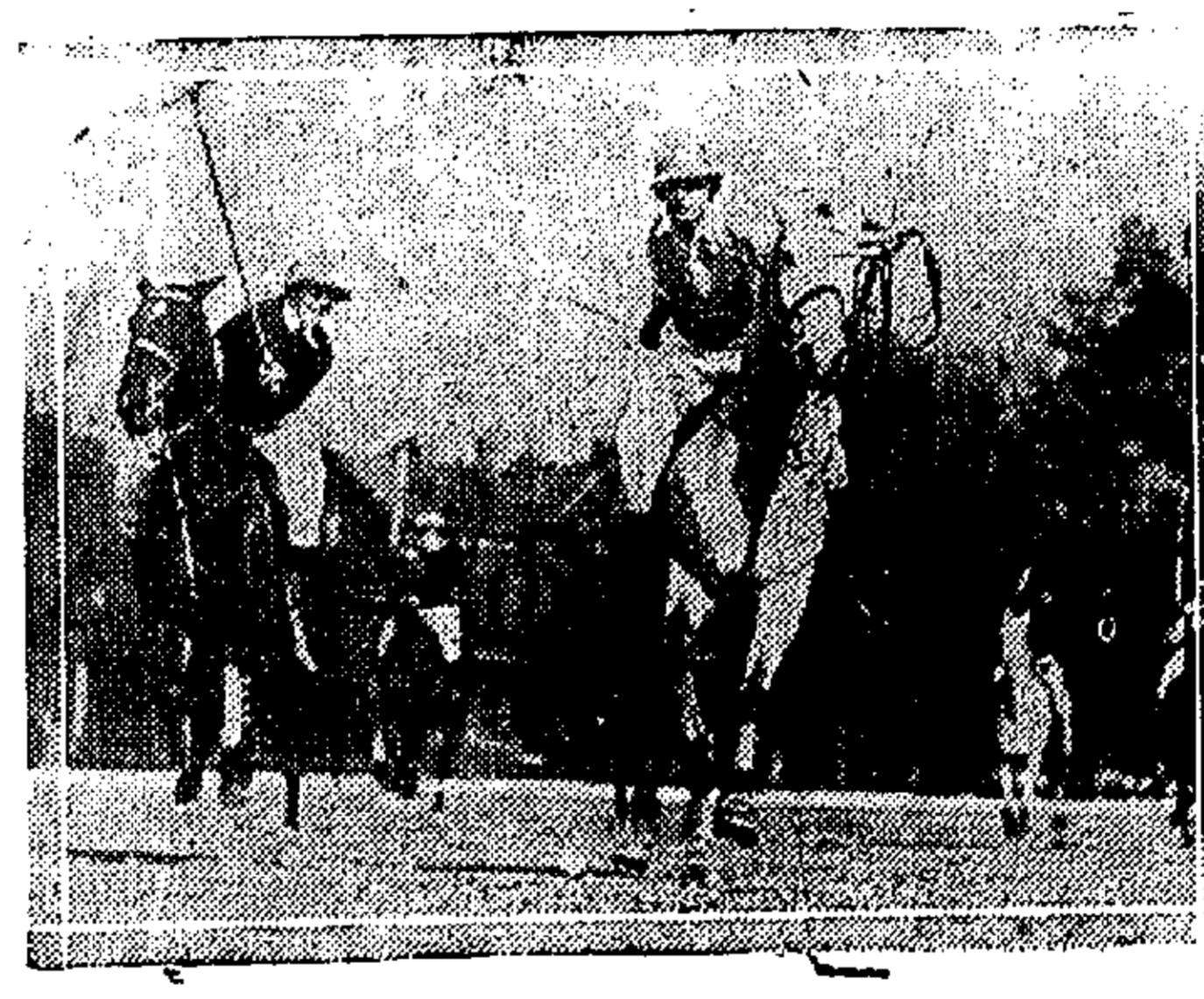
The Chief of Police of Estonia, a striking indication of the change which has come about in that country. Ten years ago she was a sturdy peasant woman, doing heavy work on her husband's farm, while to-day she holds a very high office. She is shown in her full regalia. The bell-shaped plate is the emblem of Estonian national security, which she has sworn to uphold.



Mrs. Portes Gil, the wife of the newly inaugurated Provisional President of Mexico.



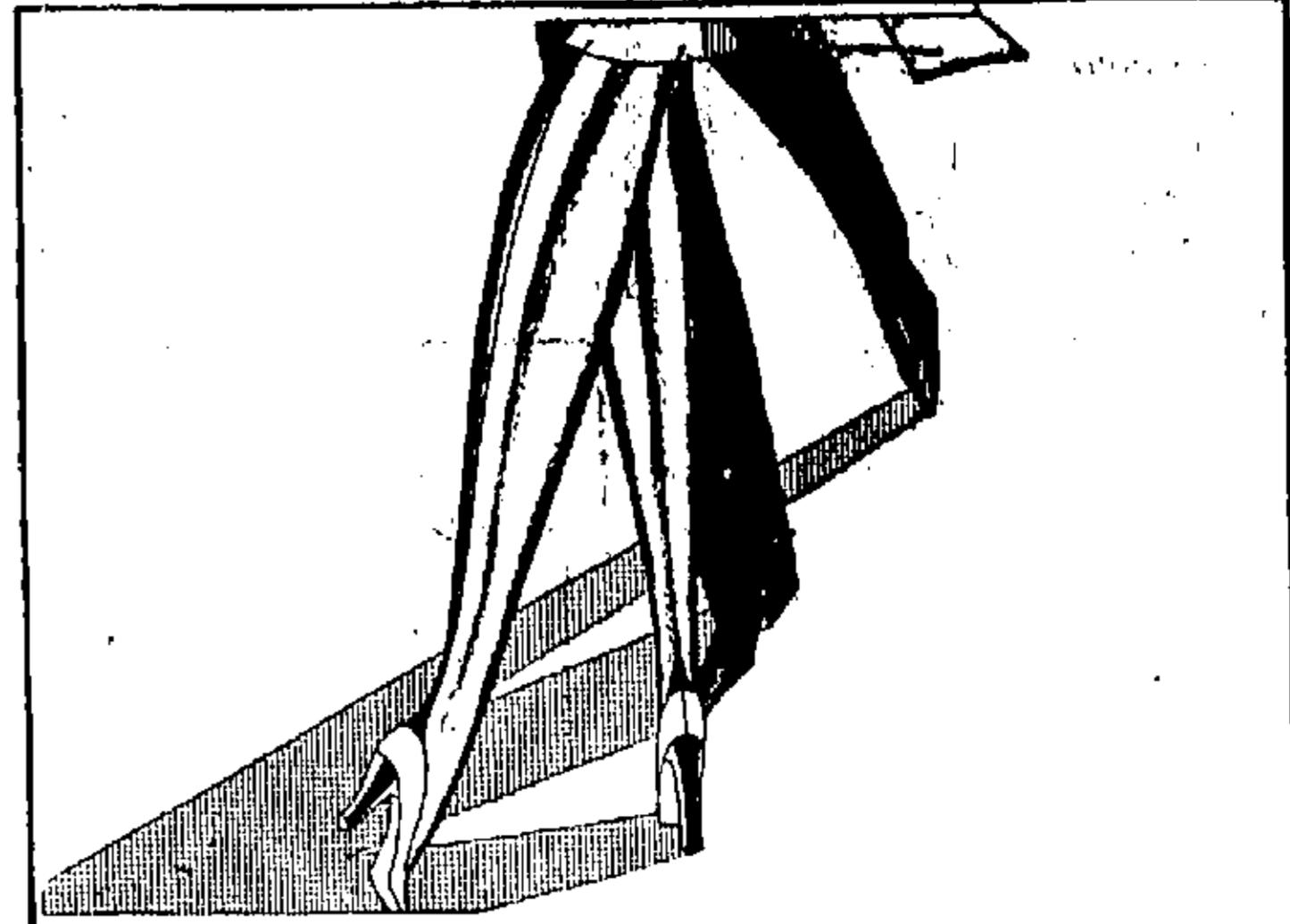
Left, the coveted Elgin Trophy, which was awarded to Dick Loynes, shown in the speedboat (right) with which he broke the world's speedboat record in the U.S. national championships held at San Diego.



Mrs. Joan Proctor (left), and Mrs. Blink Drummond, two hard-riding and expert polo players, charging down on the ball in a polo match at Fort McPherson, Galveston.



"Crossing the Line"—the customary ceremony when a ship passes the equator—King Neptune being introduced to (from right to left) Captain Kimberly of the U.S.S. "Maryland," Mr. Hoover (President-elect of the U.S.A.) and Mrs. Hoover.



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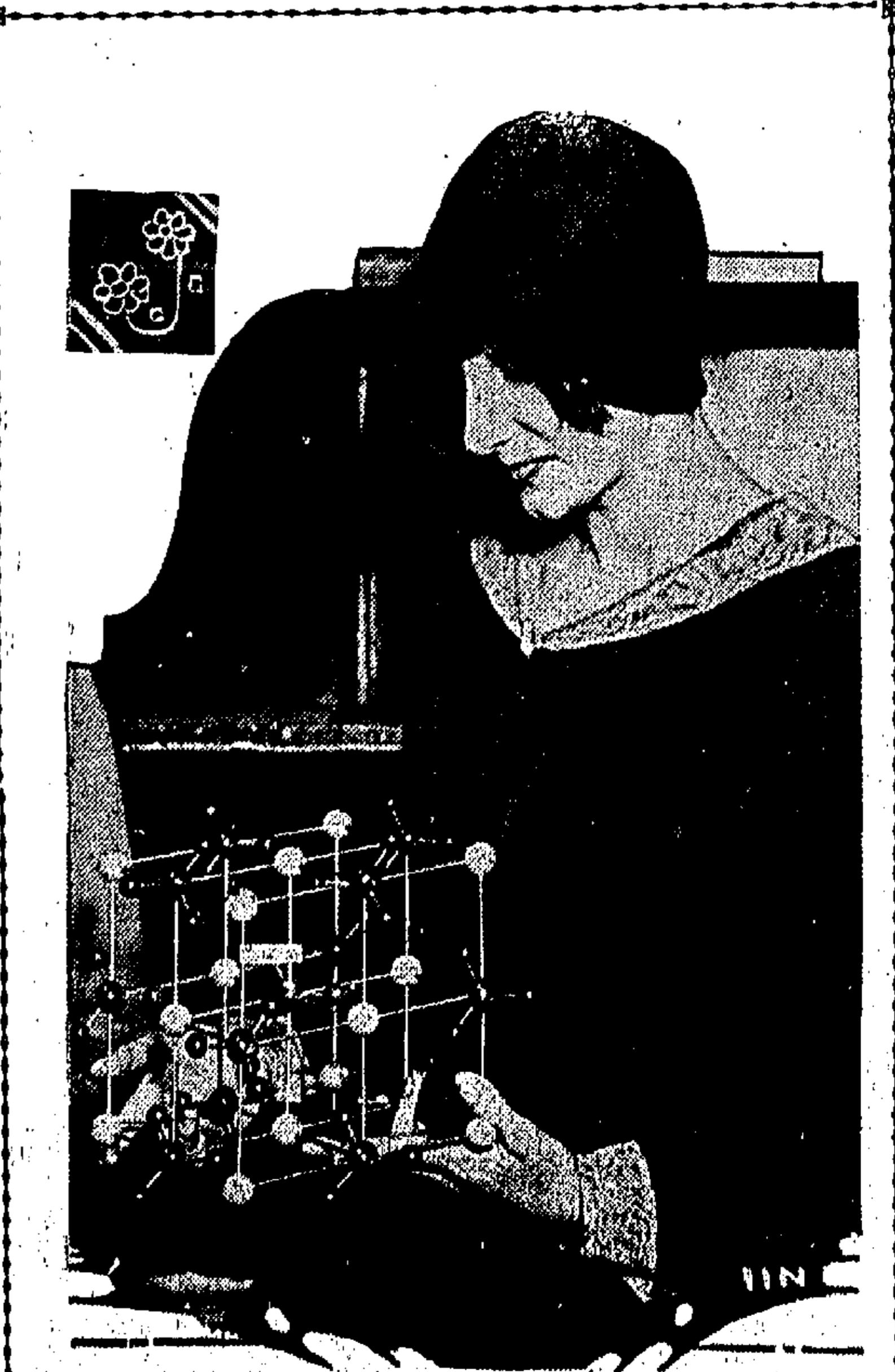
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Diagrams Structure of the Atom.—Miss Mary Hart with a diagram of the structure of the infinitesimal atom and one of the curiosities on view at the annual meeting of the American Association for the Advancement of Science in New York.

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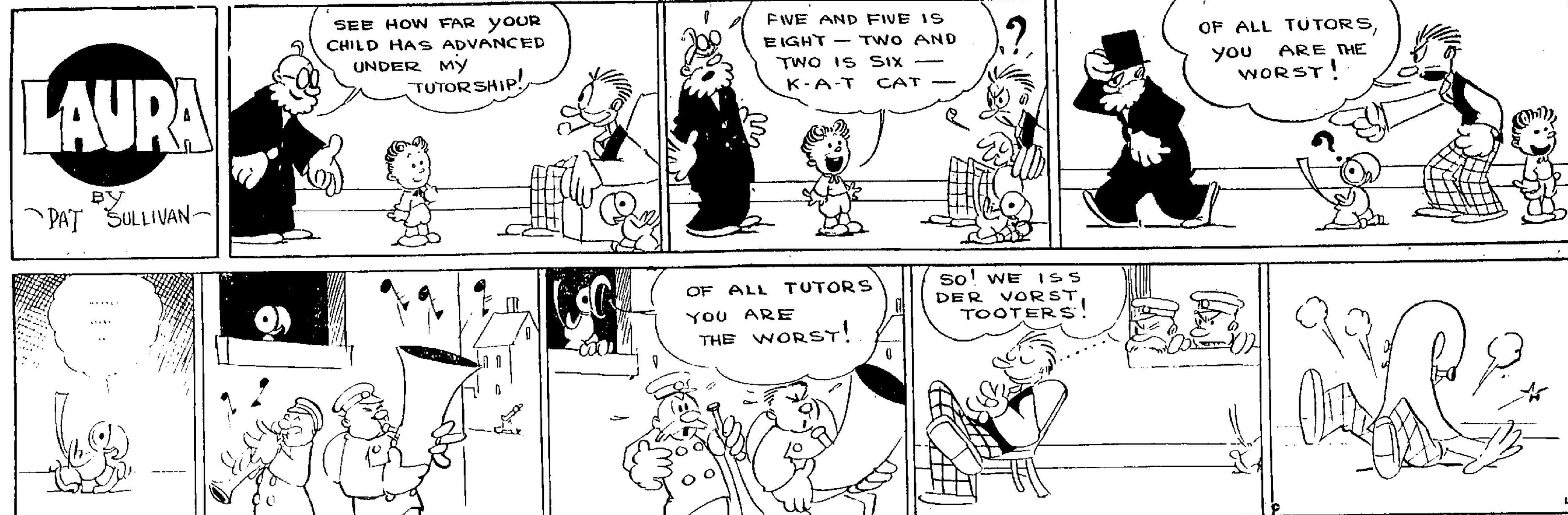
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HONG KONG.

SUNDAY, FEBRUARY 10, 1929.

THE HONG KONG SUNDAY HERALD.

THINGS CANADIAN.

(By Ralph A. Cooper.)

The Prime Minister of Great Britain says "Canada has an enormous future. The future is with you. Do not be in too much of a hurry. Your country is a country for men of the North virile races. Quality before quantity any day. Build up with the best. What does it matter if it is a hundred or two hundred years or more before your country is full? Keep the stock you have and the men you have. Time is all on your side. Maintain the values: maintain the standards."

Canada—A Nation Unbound
But mark, by fate's strong finger traced

Our country's rise; see time unfold

In our own land a nation based
On many deeds, not just for gold.
First feel throughout the throbbing land

A nation's pulse, a nation's pride.
The independent life—then stand
Erect, unbound, at Britain's side.
A few extracts from British harvesters' letters to the "Manitoba Free Press."

"Here I had no difficulty in obtaining work; in fact I could have stepped into three jobs at once, and I find my prospects so good that I have neither the desire or intention of going back to the Old Country. In fact, my family are joining me here in Winnipeg in February."

I was very pleased with my reception by the farmer, being treated as one of the family and given a bedroom to myself."

"Both on board ship and train there were many agitators in our batch who described the scheme as a political move, but they received little sympathy."

"I quite enjoyed the novel experience (to me) of driving a wagon rack and pitching sheaves into the thresher. Even now I look upon it as one of the best holidays I've had."

It is a known fact that those who returned to the Old Country dissatisfied with the Land of the Maple were mostly either agitators or "won't work." Many openly admitted that they only came out for a holiday and had no idea of working.

Happiest Land

Value As A "Going Concern"

FACTS ABOUT CANADA

Agricultural Wealth. Estimated at \$7,820,000,000. Invested capital \$3,800,000.

Aerial Surveys.—The Canadian Topographical Survey and the Royal Canadian Air Force made aerial photos for survey purposes of 53,000 square miles in 1928.

Alberta Wheat Crop.—1928, 147,666,000 bus. (171,286,000 in 1927.)

Animal Products.—Valuation in 1925, \$43,778,163; 1926, \$453,084,925; increase of \$20,256,762 in a year.

Apple Crop.—For 1928, estimated for commerce purposes, at nearly 3,000,000 barrels, or nearly 200,000 more than in 1927. The Niagara grape crop increased from 34,000,000 to 52,000,000 pounds and the British Columbia yield with a similar increase.

Bank Current Loans.—Canadian, as in September, 1927, \$1,035,880; 1928, \$1,191,855,133; increase, \$155,974,845.

Bank Assets.—As on August 31, 1928, \$3,301,855,783; 1927, \$3,094,344,903; increase, \$297,510,880.

Bank Deposits.—Public, in Canada, as on August 31, 1928, \$2,142,065,901; 1927, \$1,961,037,454. Increase, \$181,028,447.

Bank Liabilities.—As in September, 1927, \$3,127,975,666; 1928, \$3,269,801,691; increase of \$141,826,025.

Bank Note Circulation.—As in September, 1927, \$171,889,550; 1928, \$193,492,520; increase, \$21,602,970.

Bank Reserve Fund.—As in September, 1927, \$130,942,600; 1928, \$133,566,700; increase, \$2,624,101.

Barley Crop.—1928, 134,452,000 bushels; 96,938,000 in 1927.

Bonds.—Canada bought \$300,000 worth of bonds in 1927.

Brewing Industry.—1927, Gross production value of 73 plants, \$51,528,024. (\$43,602,960 in 1926), increase of \$7,925,064.

Canadian Bank of Commerce Bulletin.—Canada is undergoing the greatest and soundest industrial expansion she has ever known.

Canadian Production.—Net value, 1926, \$3,618,000,000, compared with \$3,825,000,000 in 1925, and \$6,018,000,000 in 1924.

Canada and British West Indies.—Trade is markedly increasing, being 38 per cent. in the last three years. Imports for the year ending July, 1928, were \$25,000,000 and exports, \$19,000,000.

Chemicals and Chemical Products.—Valuation in 1925, \$112,000,740; 1926, \$122,580,520; increase of \$9,682,780 in a year.

MOSQUITO 'CULTURE'

How They Do Things at Taipo

UNAUTHORISED HINTS

Notes on intensive Mosquito Culture from our Correspondent at the Front:

"The rearing of Taipo mosquitoes in pens, though it requires care and vigilance, is by no means difficult, nor is it unduly expensive. Uncultivated padi fields well soured in water are the most suitable for the purpose. It is, however, essential that the land should not be well drained, and an Eastern aspect for the rearing pen is very desirable. Cabbages should be sown and heaps of sand placed at intervals to provide the dry baths of which mosquitoes are so fond. The food of the penned mosquitoes should consist of rice and water."

Director of Dominion Experimental Farm, Ottawa:—"I can say without any hesitation that Canada is the best country in the world for farming at the present time."

Distributive Trade.—Reached its largest volume in Canada in 1928.

Dominion Deputy Minister of Agriculture.—"Canada's crop this year will give her farmers a \$2,000,000,000 yield," and the wave of prosperity and progress that is sweeping across the Dominion "will give a tremendous impetus to the country's trade and business."

Electrical Apparatus and Supplies.—1927, 130 firms, capital, \$80,000,000; production value, \$78,563,730. Increase of 13 per cent. in year.

Employment.—Canadian employment index for 1928 was well above the level of 1927. In 1922 the index was 91.55; in 1927, 108.3.

PASSENGER LISTS.

ARRIVALS.

Passengers per "Patroclus" from London via Ports on Feb. 8:—

Mrs. Baker, Mr. J. G. Campbell, Mr. G. Hemsworth, Mr. C. O. Lawrence, Mr. R. E. Macdougall, Mrs. R. M. Mclay, Mr. & Mrs. R. S. O'Meara, Mr. & Mrs. E. Playfair, Mr. D. Reiss, Mr. J. T. S. Keed, Mr. O. J. Rincherger, Mr. E. J. Roberts, Mr. A. J. R. Wolff, Mrs. J. Bekgs, Mr. & Mrs. M. Conlon & infant, Mr. J. H. Donald, Mr. R. M. Edelsten, Mr. & Mrs. R. B. Foster Kemp, Miss M. Foster Kemp, Miss R. I. Foster Kemp, Mr. & Mrs. C. E. Harber, Mr. E. L. Hartopp, Mr. A. W. Kaye, Mrs. Kovach & infant, Mrs. H. F. Lord, Miss H. A. Lord, Mrs. A. S. Malcolm, Miss M. O'Neill, Mr. J. Orr, Mr. A. W. Robson, Mr. T. L. Shen, Mr. W. S. Watson, Mr. & Mrs. P. D. Weeks.

Passengers who disembarked at Hong Kong from the Dollar Line round-the-world s.s. "President Polk" yesterday were:—

Mr. J. A. Brierley, Miss M. F. Bell, Mr. C. R. Cnobloch, Mr. B. Finney, Mr. C. Gartz, Capt. F. R. Goldsmith, Mr. and Mrs. W. M. Heughan, Mr. G. Hogg, Mrs. S. C. Kingsbury, Mr. and Mrs. S. K. and Master Lo, Mr. B. H. Leslie, Mr. L. L. Mikels, Mr. and Mrs. A. H. Scott, Mrs. G. D. Scott, Mr. W. K. Smith, Mr. and Mrs. H. C. Sonne, Mr. A. A. Turner, Mrs. Wong Charn-ying, Mrs. Wong Kum-fung, Master Wong, Mr. J. Young.

DEPARTURES

Per s.s. "Hakone Maru" for Europe on Feb. 9, 1929:—

Mr. R. Zaitzu, Mr. S. Nagai, Mrs. C. Thiessen, Mr. F. Chow, Rev. J. C. Smith, Dr. J. Homer, Mr. T. Nyui, Mr. N. Oyachi, Mrs. H. Oliveira, Mrs. E. Trock, Mr. T. Suzuki, Mrs. A. R. Wilson, Mr. S. Matsuzaka, Mr. K. Kawase, Mr. K. Morimoto, Mr. E. Takeda, Mr. A. Takemoto, Miss Yan Nai-mei, Miss Yuri Bryant, Mr. H. Negishi, Mr. M. Miyoshi, Mrs. F. King, Miss C. King, Mr. T. Inouye, Miss M. Nagura, Mrs. T. Kaijima, Mr. H. Takaoka, Mr. B. Kaneko, Mr. K. Miki, Mr. K. Fujii, Mr. Y. Watanabe, Mr. and Mrs. Justice Owen, Dr. Ellen G. Pearson, Mr. J. Franck, Mr. and Mrs. Y. Shimura, Mr. and Mrs. Y. Yamamoto, Mr. F. W. James, Miss M. Gallies, Mr. N. C. Vanzant, Mr. J. A. Scott, Mr. and Mrs. R. Galbraith, Mr. and Mrs. C. H. Evans, Mr. and Mrs. W. Smith, Miss V. Oliveira, Miss M. Leitao, Mr. S. Shirai, Mr. E. Yamaguchi, Mr. K. Akenaga, Mr. M. Kikuchi, Mr. and Mrs. Adolf Kupper, Mr. R. Mutaguchi, Mr. E. Seko, Mr. and Mrs. Y. Hasegawa, Mr. Andrew Broom, Mr. A. C. Carus, Mr. Y. L. Mei, Mrs. H. Kita, Mrs. Y. Hosking, Mrs. Barry, Mr. N. Salto, Mr. H. Suetsugu, Mr. T. Seike, Mr. John Rennie, Mr. E. J. Lees, Mr. Y. Nakamura, Mr. Y. Sawai, Mr. F. C. Schwykowsky, Mr. I. Irclo, Mr. Pran Kishen, Mr. Chen Hsien Tsun, Mr. P. A. West, Mr. A. F. G. Farrow, Mr. H. S. Knowlton, Miss Li Man-le, Miss Wu Mei, Miss B. M. Pope, Mr. S. Kaneko, Mr. W. Kuga, Mr. Y. Ohta, Mr. Y. Nakagawa, Mr. Erwin John, Mr. Y. Collins, Mr. J. M. Hamilton.

NEW GUNBOAT

"Tried" For Chinese Navy

STEEL TWIN SCREW

On the 4th instant the gunboat "Kien Yu" recently launched by Madame Li Chai-sun from the Yard of Messrs. W. S. Bailey underwent her twelve hours endurance and full speed trials in Kowloon Bay, the vessel being run at four, six, eight, ten, and twelve knots and results noted, and finally

for two hours at full speed when a speed of 14½ miles per hour against the contract speed of 14 miles was easily maintained with all auxiliary engines besides main engines at work. Tests for turning and stability and ready handling of vessel were also carried out with complete success, and during the whole period of trials with steam at 20 lbs. pressure and under forced draught, not the slightest heating or hitch of any kind occurred.

The new vessel is a steel twin screw river gunboat, her dimensions being length 121' breadth 21' 6", depth 8'. Service speed is 14 miles per hour on maximum draft of vessel of 4 feet 6 ins. The vessel is built of galvanised steel with straight stem and cruiser stern.

The steel deck houses occupy the middle of ship with clear deck spaces forward and aft, there is a steel mast of lattice type for carrying a machine gun, search light and wireless antennae in conjunction with a short wooden after mast and rigging serving for general outlook.

Bullet-proof plating and wire netting are fitted along both sides of the ship in way of main and upper decks.

The larvae when hatched out, should be given ants' eggs twice a day, with a mixed feed three times a day. After about a fortnight they can be turned out with their parents. They should be released near a padi field stream."

[Editor.—Finally a little cement or even fuel oil carefully applied works wonders in dealing with bilge of this or any other description which in future may arise from our Taipo Correspondent.]

TO-DAY'S RADIO

Broadcast By

Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 350 metres. The call sign of the station is Z.B.W.

1.48 p.m.—Weather Report.

5.55 p.m.—Evening relayed from St. John's Cathedral. Preacher,

the Very Rev. the Dean.

7.15 p.m.—Organ Solo, Mr. F. Mason.

8.30 p.m.—Evening Weather Report. Evening Programme (Victor Records).

"Ballet Egyptian Suite," (Luigini), Concert Orchestra.

"Album Leaf,"

"Humoresque,"

"Violin Solo, Fritz Kreisler.

"O Sole Mio," (My Sunshine),

"Santa Lucia,"

"Baritone, Emilio De Gogorza.

"To Guitars,"

"Black Eyes,"

(Russian Gypsy Song), Victor Salon Orchestra.

"And The Glory,"

"Amen Chorus,"

(from the "Messiah"), The Royal Choral Society and the Royal Albert Hall Orchestra.

"Reverie,"

"Evening Song," (Schumann), Victor String Ensemble.

"The Swan,"

"Prelude in E flat," Organ Solo,

Marcel Dupre.

"Gunga Din,"

"Boobs," Baritone,

Reinhard Werrenrath.

"Thais—Meditation,"

"Tambourine Chinois," Violin Solo,

Fritz Kreisler.

"Yea, Though I Walk,"

"He Shall Feed His Flock,"

The Choir of Salisbury Cathedral.

"A Dream of Love,"

"Nails—Waltz," Piano Solo,

Wilhelm Bachaus.

"Cavalleria Rusticana,"

"Tales of Hoffman,"

Victor Concert Orchestra.

"Minuet,"

"Nocturne," Violin Solo,

Renee Chemet.

"Serenade,"

"Love's Nocturne," Tenor,

Benjamin Gigil.

"Rustle of Spring,"

"Narcissus," Piano Solo,

Hans Barth.

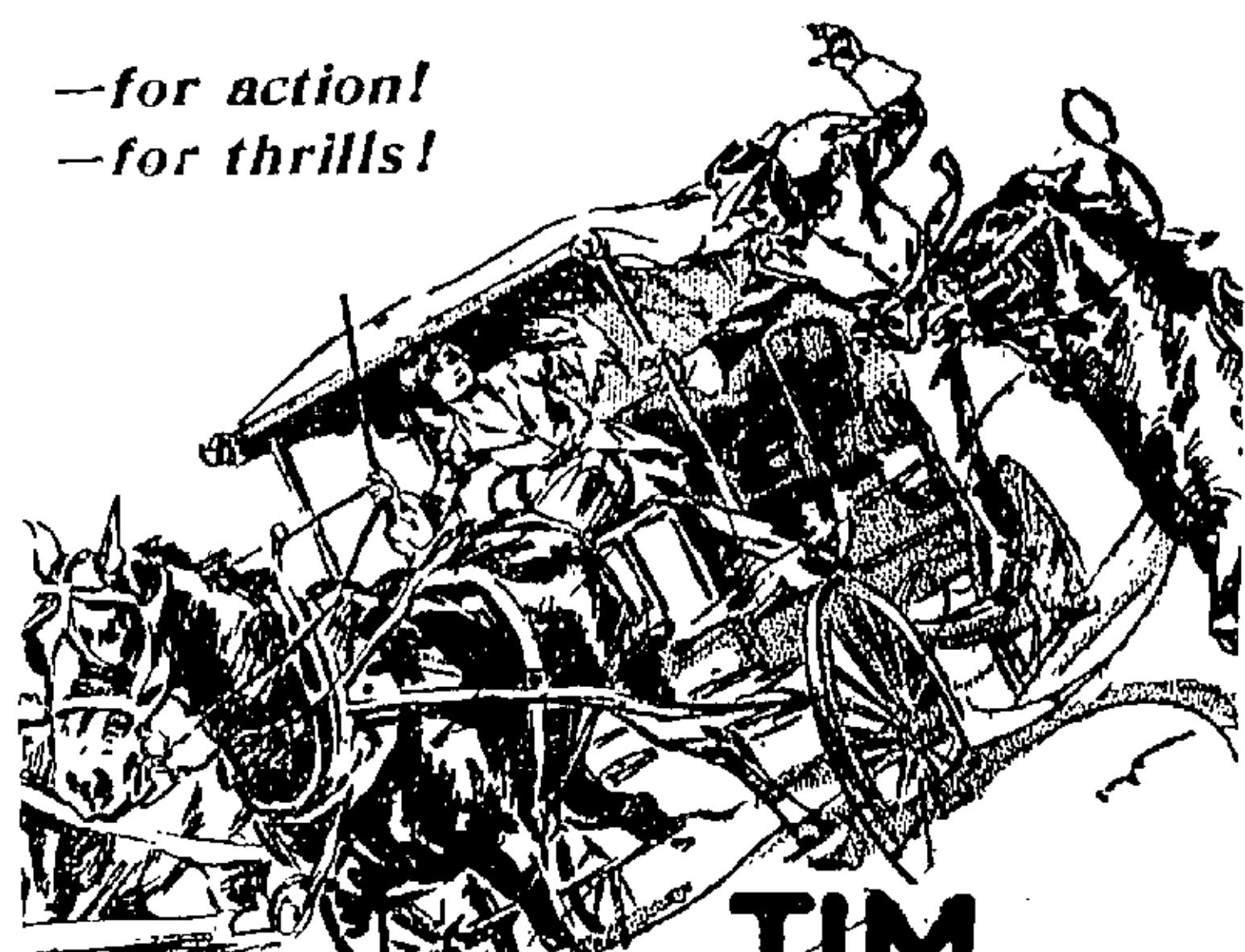
"Where the Silvery Colorado Wends Its Way,"

"Where the Sunset Turns the Ocean's Blue to Gold,"

</

TRY TO MATCH THIS ONE

—for action!
—for thrills!



TIM
MCCOY

WYOMING

A stirring Romance of the West!

AT THE
STAR TO-DAY AND
AT 5.15 & 9.20
TO-MORROW

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20.)

To-day and To-morrow "Chicken a La King," an excellent new Fox comedy starring Ford Sterling and Nancy Carroll. Tuesday and Wednesday, "Becky," an intimate story of stage life, featuring Sally O'Neil, Owen Moore and Gertrude Olmsted. Thursday to Saturday, "Revenge," a story of hearts wherein love is but a step from hate! With Dolores del Rio, James Marcus and Rita Carew.

WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20.)

To-day and To-morrow (5.15 & 9.20), Harold Lloyd's great comedy, "The Kid Brother," (2.30 & 7.15, Chinese Picture, "The Impostor"). Tuesday and Wednesday (5.15 & 9.20), The wonderful jungle film, "Chang," (2.30 & 7.15, Chinese Picture, "Kick, Kick, Be Quick"). Thursday and Friday (5.15 & 9.20), "Rosita," a delightful Spanish romance featuring Mary Pickford, (2.30 & 7.15, Chinese Picture, "Kau, The Knight Errant").

STAR THEATRE

(At 5.15 & 9.20.)

To-day and To-morrow, Tim McCoy's best Western thriller, "Wyoming." Tuesday and Wednesday, "A Certain Young Man," with Ramon Novarro, one of the famous star's best pictures. Thursday and Friday, "The Dove," a colourful romance of South America, starring Norma Talmadge and Noah Beery. Friday at 9.15 p.m. The Maedona Players present "The Philanderer."

LATEST FASHIONS

Pajamas and lingerie designed by Harry Collins celebrated creator of woman's fashions will be seen with the screening of "Chicken a La King," Fox Film's comedy romance showing to-day and to-morrow at the Queen's. Nancy Carroll in the leading role and Frances Lee in support will both be shown in the latest creations of this famous artist of dress.

"Chicken a La King," is the story of a wife who takes advantage of her husband's assiduous attentions to a chorus girl to refurnish her own long neglected wardrobe at his expense.

"BECKY"

Another Well-Known Serial Story

TUESDAY AT QUEEN'S

Another well-known newspaper serial story has found its way to the screen. This time it is Cosmopolitan's "Becky," from the pen of Raynor Selig. The picture, which was recently produced by Cosmopolitan at the Metro-Goldwyn Mayer studio, with Sally O'Neil and Owen Moore in the leading romantic roles will be screened on Tuesday and Wednesday at the Queen's Theatre.

"Becky" is the story of an Irish-Jewish shop girl of New York City who has an ambition for a stage career. She goes to unusual lengths and meets with unusual experiences before she finds that happiness does not always lie with individual success. Sally O'Neil has found her most captivating role in this vastly entertaining picture. Owen Moore has the role of a crook, regenerated by the love of the girl. Harry Crocker, who appeared with Marion Davies in "Tillie, the Toiler," has the role of a conceited New York society leader and Gertrude Olmsted has the part of his sister. The picture was directed by John F. McCarthy.

"THE DOVE"

Beautiful Norma Talmadge Starred

Norma Talmadge will be seen in "The Dove," on Thursday and Friday next at the Star Theatre.

Based on Willard Mack's stage play, which ran for year in Broadway, "The Dove" is a melodramatic, romantic tale of Costa Rica, "The Red Coast." It tells the colourful, quick-action story of a virtuous dance hall girl, a courageous young beauty employed in a gambling house, and "the best damn caballero in all Costa Rica," Don Jose Maria Sandoval. Against a background of guitars, stilettos, roulette wheels, fine ladies and grand gentlemen, the characterisation of Miss Talmadge as Dolores, "The Dove," a beautiful dancer, come to glowing life. Directed by Roland West, who has previously made Norma Talmadge pictures, and supported by Noah Beery and Gilbert Roland, who have been accorded considerable parts in the picture, Miss Talmadge has a role of fire, tempestuous, loving, defying and yielding in its several shades. "The Dove" is a big picture in every sense of the word, no expense having been spared on its lavish settings, while the acting, direction and photography leave nothing to be desired.

SPECTACULAR FILM

A thrilling sleigh ride in Russian snows was one of the spectacular scenes filmed for "Love," Metro-Goldwyn-Mayer's vivid screen version of Tolstoi's "Anna Karenina" which comes soon to the Queen's Theatre. John Gilbert and Greta Garbo made a trip into the high Sierras to be directed in this scene by Edmund Goulding who handled the big production. It is a vivid romance of Russian court life before the revolution, staged on a spectacular scale with reproductions of palaces and cathedrals, picturesque costumes and gorgeous uniforms and other brilliant incidentals to its gripping love story.

10 THE JEALOUS HEARTED



TINA (Rita Carew)
A gypsy hell-cat blind with a mad jealousy, clawing furiously to keep the heart of her man. Her strength will thrill you.
SEE—
Dolores Del Rio
QUEEN'S THIS WEEK

Owing to Chinese New Year, there will be no matinee performance to-day at the Star Theatre.



TIM MCCOY

Popular Western Actor At Star

"Wyoming," which may be seen to-day and to-morrow at the Star Theatre, is the story of the opening of the Indian lands of that state to general settlement. It depicts the broken treaties with the red men, graphically shows the spectres of famine and privation suffered by the aborigines and shows why they evinced the bitterness which caused hundreds of men, women and children to fall beneath savage bullets and scalping knife.

McCoy, who was a Lieutenant colonel in the U.S. cavalry, plays the role of a young Lieutenant of troopers stationed in the far west during the period of Indian unrest just prior to the Civil War. He looks every inch a soldier and there is no doubt he was born to the saddle.

Dorothy Sebastian, who played opposite him in "California," has the featured feminine role of the daughter of a wagon train guide who takes her father's place and guides an emigrant train towards the Indian reservation. She plays the role in a most charming and convincing manner.

2 THE DREAMER



STEFAN (Jose Crespo)
Languid eyes, a quiet charm is his most dangerous love-lure. Women battle for his heart.
SEE—
Dolores Del Rio
QUEEN'S THIS WEEK

JOHN GILBERT

John Gilbert plays the part of a newspaper reporter in an ultra-modern romance laid in Washington, in his new Metro-Goldwyn-Mayer starring vehicle, "Man, Woman and Sin," coming soon to the Queen's Theatre. It is a story of newspaper life, laid in a modern metropolitan daily, with a notable cast that includes Jeanne Eagels, famous stage star of "Rain," and others of note. Monte Bell, director of "The Torrent," "The King on Main Street" and others, directed the new play.

Realistic battles between Indians and settlers are among the highlights of "Wyoming."

Almost 2,000 people appear in the supporting cast of "Becky," a new M-G-M picture starring Sally O'Neil.

THE MERRY STORY OF A HUSBAND'S INDISCRETIONS!
WILLIAM FOX presents

with
NANCY CARROLL·GEORGE MEAKER
FORD STERLING·ARTHUR STONE
ALSO, AT ALL PERFORMANCES.

CHARLIE CHASE IN "THE BOOSTER"
NEW FELIX CARTOON, & LATEST M.G.M. NEWS

AT THE

QUEEN'S TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

QUEEN'S THEATRE

To-day's Excellent Comedy

"CHICKEN a LA KING"

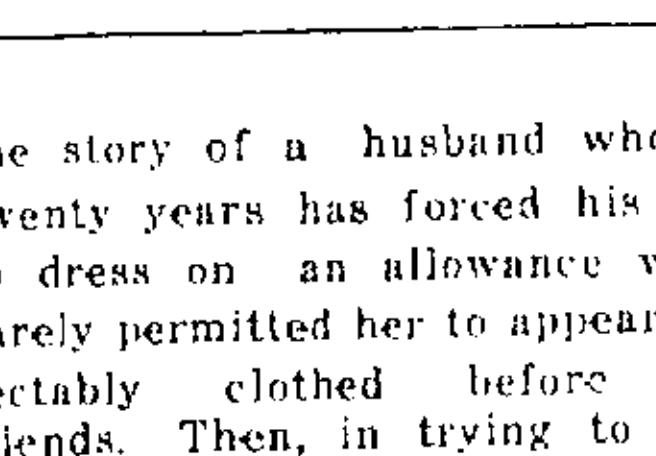
"Chicken a la King," a splendid screen version of the stage play "Mr. Romeo" is the feature attraction at the Queen's Theatre to-day and to-morrow. The picture tells

Q THE UNTAMED



RASCHA (Dolores Del Rio)
A primitive maid of many moods burning with a fierce desire to wreak vengeance on the man she loves. Hate may triumph. SEE—
Dolores Del Rio
QUEEN'S THIS WEEK

J THE BANDIT



JORGIA (Leroy Mason)
A lord among men, a Don Juan among women, this outlaw wooed the fiery gypsy girl who has sworn to hate him. SEE—
Dolores Del Rio
QUEEN'S THIS WEEK

"TEMPEST"

Many scenes in John Barrymore's new United Artists Picture, "Tempest," were filmed high in the California mountains, where a Russian town was built amidst the eternal snows.

"Tempest" has as its background the Russian revolution. The original story is laid in the period before, during and immediately after the upheaval which swept the czarist regime from power. Barrymore has the role of a Russian peasant subaltern.

THE hilarious adventures of an old fashioned husband who goes on a rampage and gets scorched in the white lights of Broadway!

HAROLD LLOYD

IN

The Kid Brother



TO-DAY & ORCHESTRA 5.15 & 9.20.
TO-MORROW INTERPRETER 2.30 & 7.15.

"REVENGE"

Dolores del Rio's Latest Production

THRILLING DRAMA

At the beginning of the "Emden" film, soon to be seen here, a note explains that the picture was produced with the full co-operation of the German Admiralty, and following it, the film's British sponsors, the "New Era" have added that the film is so fair and honourable to Britain that they had no hesitation in showing it in England. That is certainly true. There is not a trace of malice or hatred. There is not a dishonest act in all the destructive progress of the "Emden," even to an enemy. The German sailors are heroes, human, honest and generous, and their encounters with the British are no more than war necessities and just honourable rivalries. "Emden" is the German compliment which Britain so well acknowledged with "The Battle of Coronel and Falkland Islands." These films are bigger-minded than national war films. They have as their themes the unwritten tradition of the sea, which knows pride and heroism, and has no room for petty quarrel.

"EMDEN" FILM

Coming Shortly To The Queen's

"REVENGE"

In "Revenge" the essence of charm and fire as the adorable gypsy bear-tempter and even in her most dramatic nuances accentuates her performance with delightful humorous touches. There are several unusual dramatic climaxes in the picture that place "Revenge" in the galaxy of screen achievements.

The director, the scenarist, the star, and the cast, have blazed a new trail in cinema drama.

"Revenge" is an interesting story, told with pictorial artistry that delights the eye, and with a dramatic tenseness that stirs the emotions of the heart.

"Revenge" is the third United

Artists offering in which Miss Del Rio has appeared and is probably the best presentation this Mexican star has given the screen since her entry into the silent drama after Edwin Carewe found her in the midst of social splendour in Mexico City some three years ago.

"CHANG"

The Wonderful Jungle Film

"Chang," the marvellous jungle film will hold the bill at the World Theatre on Tuesday and Wednesday at the 5.15 and 9.20 performances.

Interviewed by a leading

New York paper on his return from Spain, Mr. Cooper, the producer, said: "In photographing the lives of these people we always kept the dramatic values in mind. The story develops, shows the wavering between hope and fear and the final triumph over a herd of more than four hundred wild elephants.

We wanted it to stand by itself as a piece of dramatic entertainment.

The fact that, in addition to this, it has scenes of great

scenic beauty, shows the people untouched by civilisation and that there are thrills and laughs in it, leads me to hope that we have accomplished something new in the field of picture production."

Critics generally have agreed that it is the most wonderful nature film ever made.

BEHIND THE SCENES

The lavish theatrical scenes of

"Becky," the new Cosmopolitan production, were staged at the El Capitan Theatre, Hollywood, Calif.

This theatre is one of the newest

of the really fine theatres of

America. Many of the acts appearing in the theatrical sequences are high-priced vaudeville acts

which came out during the late

season. Sally O'Neil has the title

of "Becky," while Owen Moore plays the featured male role.

K THE BEAR TAMER

The Gypsy hop is the latest dance! Dolores Del Rio uses it in her forthcoming picture, "Revenge." The Mexican star acquired the new dance steps from Serge Curatinsky, well known ballet master and instructor. When Miss Del Rio made "Resurrection," she and Rod La Roque had to master difficult Russian steps. When she filmed "Ramona" she used her native dance numbers. Every film in which the actress has so far appeared required a different dance routine. Watch the gypsy hop when "Revenge" opens and see if you can do it also!

COSTA (James Marcus)

A terror to man and beast is the massive, law-willed mountain king. The lords of the wild reign before him. SEE—
Dolores Del Rio
QUEEN'S THIS WEEK



HOW TROUBLES MAKE CHARACTER

A book that has just been published—“The Angel that Troubled the Waters”—from the pen of the now well-known writer, Thornton Wilder, contains the following beautiful passage:

Without your wound where would your power be? It is your very remorse that makes your low voice tremble into the hearts of men. The very angels themselves cannot persuade the wretched and blundering children on earth as can one human being broken in the wheels of living. In love's service only the wounded soldiers can serve.

These words strike home to my heart, states the Rev. R. J. Campbell, because I have proved a thousand times the truth they express. It is not those who get off most lightly in the battle of life that are of the greatest use to their fellow creatures, but those who bear the scars of conflict.

Miss His Way

Wherever I find a human being soured and morose on account of his misfortune, I always say to myself, There is someone who has missed his way. He might have been a helper of his kind, but he has allowed himself to be beaten by his troubles, and has shrivelled up in consequence.

The hard, superficial, selfish, and blind are more often found in the ranks of those with whom the world has gone well than of those with whom it has gone badly. Yet the prosperous and arrogant are not at all happy as the men and women who have been through the fire and come forth sweeter, kinder, wiser than before. The most helpful people in the world are those who have

learned their lesson in the school of suffering in one form or another—and we all have to go through it sooner or later.

No patter of words can console a mother who has lost her little one half so well as the touch of the hand of one who has also been a mourner. No man down on his luck can be cursed to his feet by a soulless official. He needs the cheery word of an old comrade of other dreary days to put heart into him.

Ernest Raymond, author of “Tell England,” tells in his latest book of a small company of British Tommies, weary and worn out, being ordered back to hold a position to the last man against a whole Turkish army.

Buck they went grumbling, “Step out!” roared the sergeant. “When you joined the Army you didn't expect to live, did you?”

They laughed and followed that man. Well they knew that he was exposing them to nothing he did not share himself. He had endured with them, hazarded with them, suffered this new and cruel disappointment with them, and now was leading them back to almost certain death. They could not but follow. They were fine stuff, these men of our blood and race, and such incidents as these prove it.

But the same kind of test recurs again and again in life; it does not need the hellishness of war to bring it out. There is no reader of these words who does not owe something to it.

Is there one of us who does not owe something to the example and inspiration of a friend we can trust and respect, a friend whose fidelity has been tried in the fire and proved good metal? Is there one of us who has not derived strength and courage from what we have seen of

another man's fortitude in a crisis, the helper being perhaps, quite unaware that he was helping at all?

Not Built in a Day

For some of the best things that are being done in the world to-day are being done simply by the effect upon others of what a man is in himself rather than by his words or specific actions at a given moment.

Character is not built in a day, nor is it cheaply acquired. It has

to be paid for in good coin, minted often in sorrow and stamped in faith with the image of God. When you can say of any man that what he is, consciously or unconsciously exercised, is an energizing force on the side of what is just and true, you can be certain that he has fought harder battles in the silence than the world will ever know of and has come forth victorious.

And something within us tells us that it is well that it should be so.



LATEST PORTRAIT OF POPE PIUS XI.—This new and exclusive picture of His Holiness, Pope Pius XI., shows him in his private study in the Vatican, dealing with his extensive correspondence. The Pontiff recently celebrated his fiftieth year as a priest, he having been ordained in 1878.

which is perhaps why she has a passion for the peaceful delights of gardening at her country cottage on a little island in the upper Thames.

Peers as Chauffeurs

In one of the most diligently studied “agony” columns of the daily Press there appears an advertisement of a type that is slightly novel. It reads: “Peer's heir wants temporary job as chauffeur; own car if required. Write Box —.” For some time past quite a number of people of more or less gentle birth who, presumably, find the delights of motoring irresistible, but cannot afford to run a car, have been in the habit of advertising their readiness to hire themselves and their vehicles out by the day or the week, but never before has Mrs. Newly-Rich from the suburbs or the provinces been offered opportunity of being driven around, at a price, by a future ornament of the House of Lords. To a certain type of mind the attractions of this proposal will seem most alluring and undoubtedly the advertiser will get shoals of answers. Some nice problems in etiquette should arise. Will the employer address her chauffeur by his title, or simply as, say, “De Vere?” And will she give him his half-a-crown to go and get his luncheon, or invite him to join her at her table? In the latter case the young man, if wise, will exact an extra charge.

How to Keep Young

Coming out from a Requiem Mass the other day, I found myself next to M. Auguste Escoffier, who is 82 years young, a thin little man with white hair and moustache, the bearing of an aristocrat, and the rosette of an officer of the Legion d'Honneur in his buttonhole. Nobody ever minds being asked how they manage to keep so young, and it occurred to me that the most famous chef in the world might possibly have some interesting recipe for the preservation of youth. M. Escoffier's eyes twinkled when I put my query. “There is only one

secret,” he answered. “Once you have reached the age of forty-five, so long as you feel young and well, never look in the glass!” The remedy is drastic but probably most of those who have passed forty-five and still retain the habit of contemplating their faces in the glass in the early morning will feel that the prescription might not be without its advantages. It is possible to shave and put on one's collar and tie, with the aid of patience and a little practice, without looking in the mirror, but I do not see how followers of the Escoffier method are to ward off that ever-present fiend who comes up to you on the day when you are feeling particularly fit and at least twenty years younger than you are in order to remark: “I say, old man, I'm sorry to see you so off-colour. You've aged so much I hardly knew you. Is anything serious the matter?”

Secret Telephone Numbers

There is a great discussion going on about so-called secret telephone numbers, aroused by a circular which the Postmaster-General is addressing to subscribers requesting that they should not omit to have their names and addresses inserted in the Telephone Directory. It is even suggested that those who refuse should be compelled to pay an extra fee for the privilege of keeping their names out. I cannot see why, and I have every sympathy with those who decline to advertise their numbers to the world at large. The Postmaster-General complains that this gives his staff a lot of extra and unnecessary work. On the other hand, the private subscriber surely has a right to his privacy, if he desires it. In the case of celebrated folk, the disadvantages of having their number in the book are obvious; they are liable to be pestered by all sorts of cranks and tiresome people. Mr. Bernard Shaw is one of those who are not to be found in the Telephone Directory, and some others compromise by putting number and name but no

FRIENDSHIPS WITH THE GREAT DEAD

These friendships are exposed to no danger from the occurrences by which other attachments are changed or dissolved. Time glides by; fortune is instant, tempers are soured; bonds which seemed indissoluble are daily sundered by interest, by emulation, or by caprice. But no such cause can affect the silent converse we hold with the highest of human intellects. That placid intercourse is disturbed by no jealousies or resentments. Those are old friends who are never seen with new faces, who are the same in wealth and poverty, in glory and in obscurity. With the dead there is no rivalry. In the dead there is no change.

—MACAULAY.

CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]

Macdonell Road, below Bowen Road Tram Station.
Sunday Service, 11.15 a.m.
Subject: “Spirit.”

The Sunday School is held on Sunday mornings at 10 o'clock.
Wednesday Evening Meeting at 5.30 o'clock.
Reading Room at above address, open:

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

New Fun with Ciné-Kodak

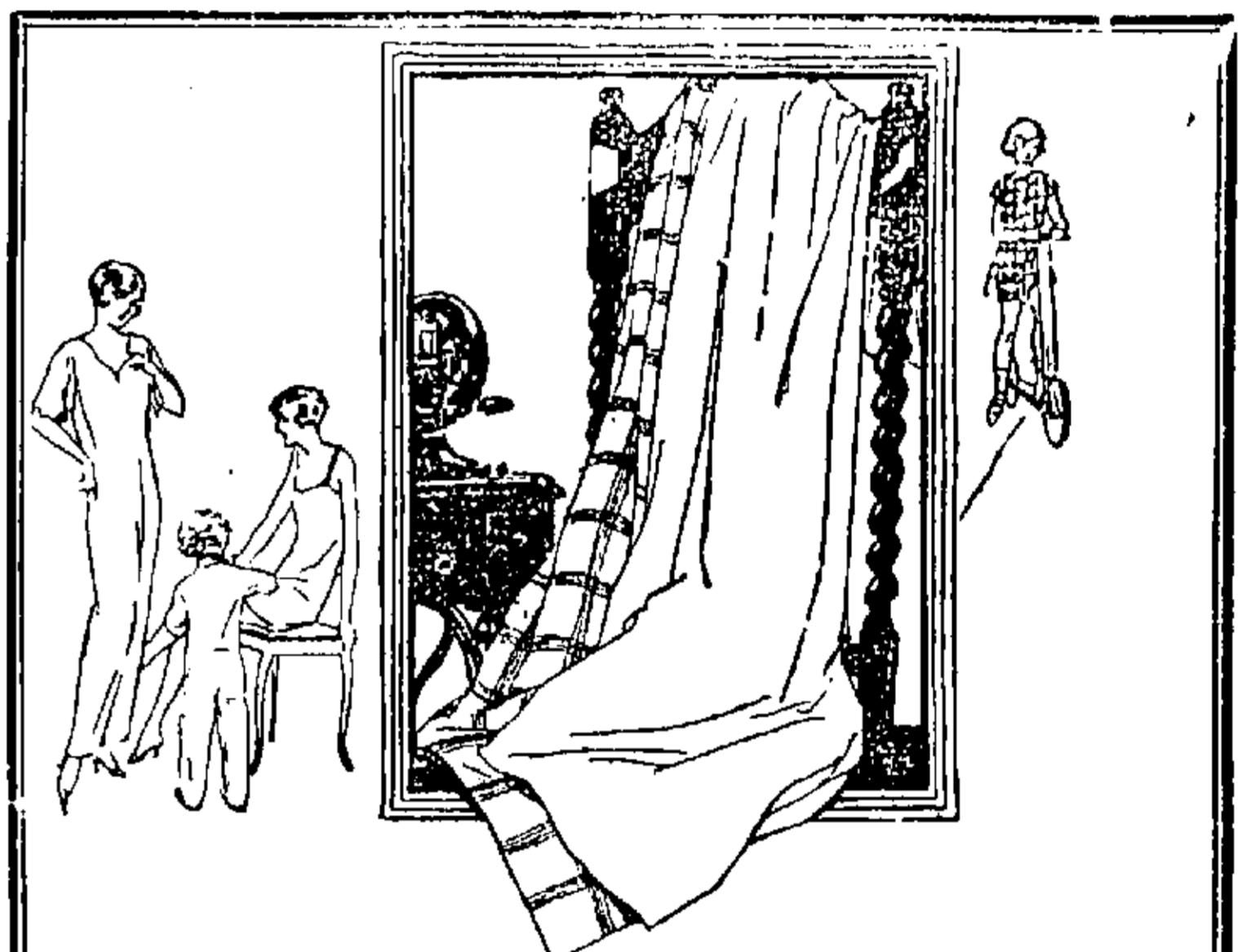


REAL movies in your own home! Movies of the baby, of mother and father the whole family with the Ciné-Kodak.

And it is all so easy . . . press the button on your Ciné-Kodak and you are making movies; snap the switch on your Kodascope projector and you are seeing the movies you have made. We develop the films for you and return them ready for showing without any additional charge.

Call on your dealer and see this marvelous little camera for yourself.

For full particulars write to
FASTMAN KODAK CO.
24, Yuen Ming Yuen Road,
SHANGHAI.



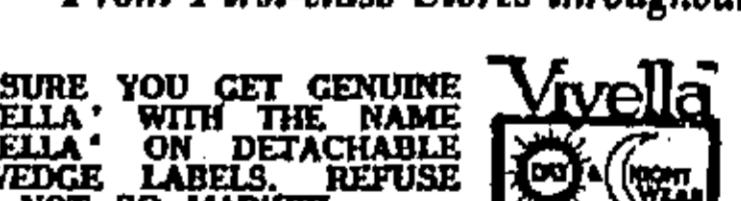
IRRESISTIBLE is this practical fabric

There is something about ‘Viyella’ that immediately satisfies your conception of fabric perfection. First good impressions are confirmed by the years of splendid service your ‘Viyella’ garments will give.

‘Viyella’ is as thoroughly practical as it is exquisitely dainty. You need ‘Viyella’ for Eastern climatic conditions. It protects and comforts without any suggestion of stodginess. Medical men and skilled nurses recommend ‘Viyella’ because it has the unique quality of absorbing excessive moisture and radiating it, thereby preventing dangerous, uncomfortable clamminess, and lessening the likelihood of chills. Guaranteed absolutely unshrinkable and long wearing, you need never fear sending ‘Viyella’ to the laundry.

“Viyella”
unshrinkable fine twill flannel
BRITISH AND GUARANTEED
From First-class Stores throughout China and the East

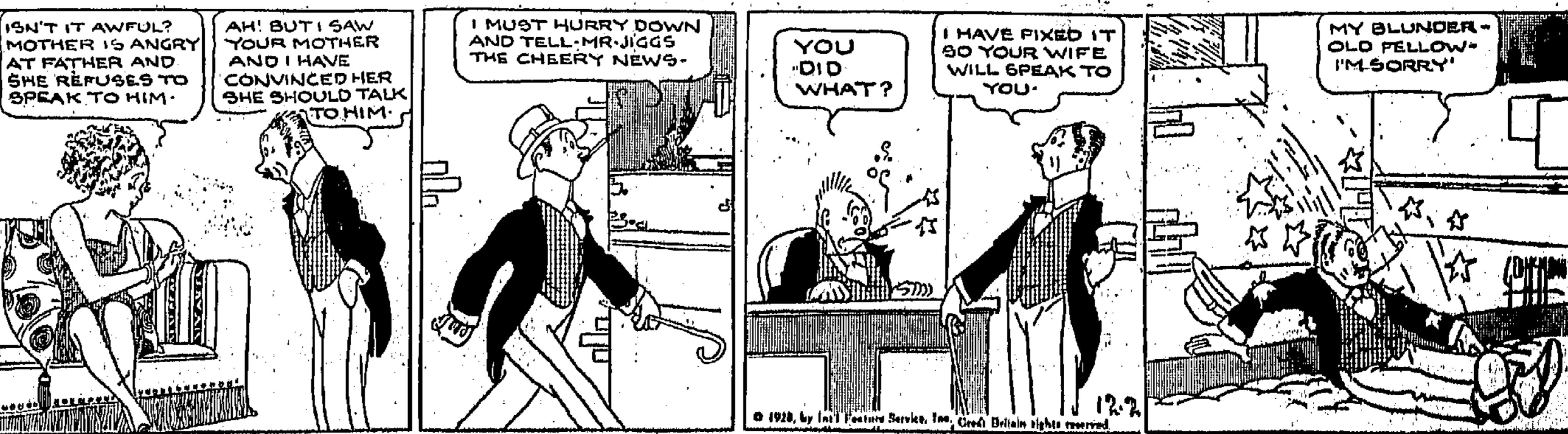
BE SURE YOU GET GENUINE VIYELLA. WITH THE TRADE MARK “VIYELLA” ON DETACHABLE SELVEDGE LABELS. REFUSE ANY NOT SO MARKED.



If any difficulty in obtaining, please write to Wm. Helms & Co. Ltd. (Gospers) Trade only, 889 Viyella House, Old Change, Cheapside, London, E.C.4

VAPEX
(REG. TRADE MARK)
INHALANT

BRINGING UP FATHER.



SIR OLIVES LODGE'S ROMANCE

London, Jan. 9.

The invisible link of intimacy forged by the magic of broadcasting is one of the strongest in the chain of sympathy for Sir Oliver Lodge in his anxiety over his wife's illness. The long companionship of Sir Oliver and Lady Lodge, they celebrated their golden wedding last year began in childhood, when the little son of a potter was playmate of a tiny girl with grey-blue eyes whom he was to claim as bride in later years. Their married life has been blessed with twelve children—six sons and six daughters—including one set of twins; yet Lady Lodge has managed to find time to put her talents for painting to considerable use, and even to dance with her husband nearly every evening to the music of a gramophone. There is no form of exercise which so appeals to Sir Oliver; he once stated that when he can find no one to dance with he dances by himself!

Old Kate

“Old Kate,” the seller of race cards, who recently received a letter from the King thanking her for her interest in the bulletins recording the course of his illness, was taken suddenly ill. She was seized with faintness, due to the cold, at London Bridge Station while waiting for a train to Lingfield. When she collapsed on the platform an ambulance was sent for, but “Old Kate” indignantly refused to enter the vehicle. Eventually she was persuaded to go home in a cab. The old lady quickly rallied before a warm fire, and later had a refreshing sleep. When seen again, she said she was as fit as a fiddle, but precautions were nevertheless being taken by her friends, and she stayed indoors for a day or two. “Old Kate’s” age is a mystery. It is stated that she is ninety, but her only comment when questioned on the subject is: “They know better than I do.” She has certainly sold race cards at the Derby for sixty years. Kings and Princes know her quaint figure, and his Majesty has always made a point of buying his race card from her on Derby Day and listening with interest to the “tip” for the race which she has invariably given him.

Premier's Fear

The Prime Minister (Mr. Baldwin), at Worcester, said that the General Election might result, on the one hand, in a Socialist major-

MOTORISTS THIS IS YOUR PAGE

Come and
See the
Two Fine
Values

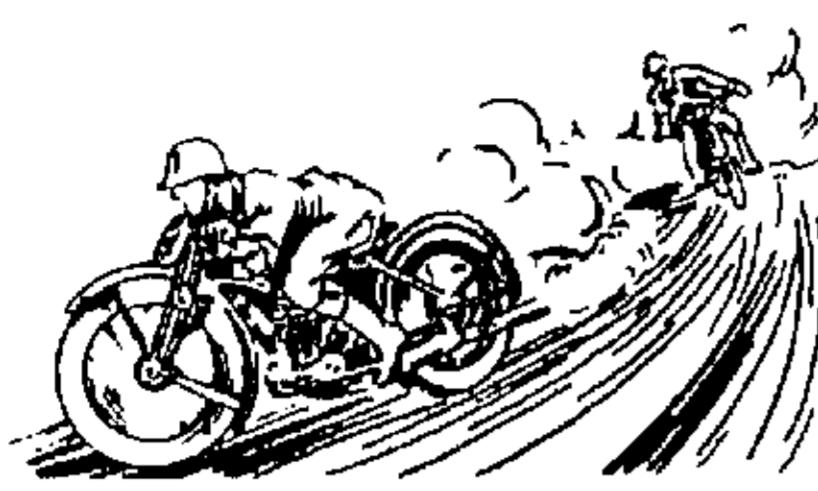
Model L29
3.49 h.p. O.H.V.

AND

Model 1.29
TWO PORT
3.49 h.p. O.H.V.

And Then—

"Lead
The Way
on a
B.S.A."



THE RE-DESIGNED

B.S.A.

MOTOR CYCLES

EMBODY

Large Additions of
Great Importance for

1929

Full Particulars from

SINCERE'S

THE SOLE AGENTS.

WHAT YOU WANT —

is a machine of quality at a low price.

We have now in stock
GILLET D'ERSTAL 32 WORLD'S RECORDS
Models from H.K.\$470 up.

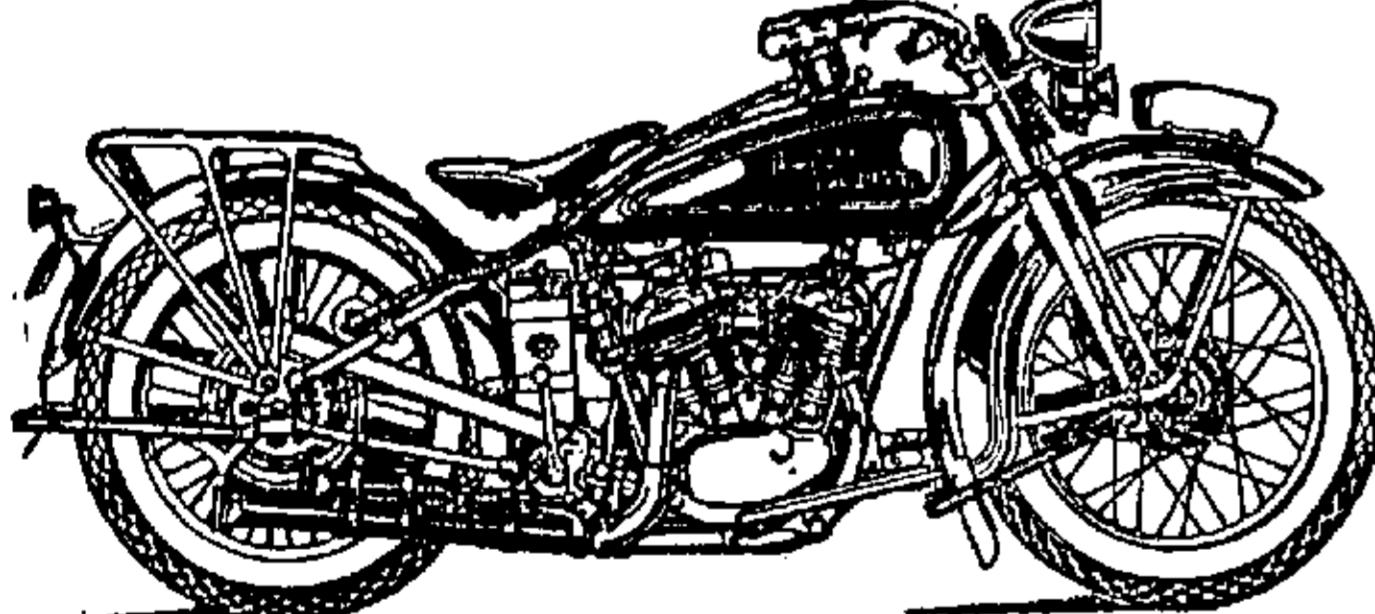
F.N. 23 WORLD'S RECORDS
Models from H.K.\$480 up.

and
MONET & GOYON

Fitted with the famous M.A.G. engine
holder of 26 WORLD'S RECORDS
Models from H.K.\$360 up
also Side-cars Accessories and Spare Parts.

Sole Agent for Hong Kong and South China :
THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

THE LATEST 1929 HARLEY-DAVIDSON.



A NEW WONDERFUL 45 TWIN.
Here it is! The 45 Twin, the Motor-Cycle Magnificent, that the world has been waiting for Harley-Davidson to build.

And such a Motor-Cycle! Great Acceleration—Smooth Gliding Power—Quiet Speed that leaves the parades of cars far behind. Above all, a Motor-Cycle easy to handle, a comfort and a pleasure to ride. Everything you would expect in a 45 with the Harley-Davidson name on the tanks. Features Galore that stamp it the peak of modern Motor-Cycle engineering.

THE GASCON MOTOR CO.
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND
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BROCKWAY MOTOR TRUCKS
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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Buses Wanted at Doncaster

Doncaster Town Council has decided to apply for powers to scrap the trams in favour of trackless trolley buses.

Increased Great North Road Traffic

Traffic on the Great North Road now is more than seven times greater than in 1912, and the daily tonnage of 11,222 tons is 25 per cent. in excess of that of last year.

The Coal Age

"The New Coal Age" is the title of a "journal of low temperature carbonisation." The question is what age will the new coal age be when we really get a move on?

By the Dozen

There was a clever window attraction used by a Leeds car agent recently, viz., a tag attached to a popular motor car with the legend, "£1,620 per Dozen. Carriage and Packing extra."

White Tar Next?

A suggestion that white tar could be used with advantage to make night motoring safer was made at a meeting of the York Rotary Club recently, the production of such material being quite possible, it was said.

High Ideals

A Kendal man, fined for having ridden a motor cycle without lights, said that the constable who stopped him enquired his height; hearing that it was 6 ft. 1 in., the policeman advised him to join the police force and get his own back!

To Ease Hospital Burdens

A suggestion that the A.A. and R.A.C. be recommended to increase the annual subscription of their members by 1s. to meet the cost of cases arising from motor accidents was made at a meeting of the Chesterfield and North Derbyshire Hospital Board recently.

Fact v. Theory

London Metropolitan police are said to hold the opinion that the standard of motor driving, except among the drivers of public vehicles, is not high, and they suggest a severe test before licences are granted. The Ministry of Transport does not agree with this view, however.

Air Torpedoes

Two Spanish army captains of Madrid have invented a new type gun for use in aircraft. The projectile resembles an aerial torpedo and contains compressed gas, which acts as a propellant once the torpedo leaves the muzzle. It is stated that recoil has been eliminated.

Level Crossings

There are no fewer than 232,765 crossings, it appears, used by motorists in the United States, and of this number only 27,161 have protection in any form. For the past ten years the Federal Government has been endeavouring to remedy matters, and nearly 1,800 crossings have been eliminated, including 414 during 1928.

Much Needed

No one thinks of visiting Naples without also running out to Pompeii, though not without misgiving on the motorist's part, as the road, made of lava slabs on a poor foundation, is extremely bumpy. Very shortly, however, a new autostrada will be opened between Naples and Torre Annunziata, which is close to Pompeii, and, incidentally, will facilitate access to the beautiful Sorrento peninsula. The new road has cost 35 million lire.

Life and Limb

In a law suit in Germany, in which a clerk sued for his salary while recovering from injuries sustained in a motor cycle race, the defendants contended that tall persons participating in such an event were risking life and limb by such folly, and that they should not be forced to pay. The judge ruled that participation in motor cycling racing was not to be considered a frivolous pastime, and that motor cycle racing held no particularly aggravated dangers for a practised rider.

Lancaster's Parking Problem

It was stated at a meeting of the Lancaster Town Council that, because a charge is made for parking cars in Damside, motorists refuse to park there, and go to Market Square, where an ex-Service man is "tipped."

Guaranteed

Forty-four American manufacturers, whose output equals 95 per cent. of the tyres made in the United States, are now guaranteeing their products against defects in material and workmanship during the life of the tyre.

A Speed Toll

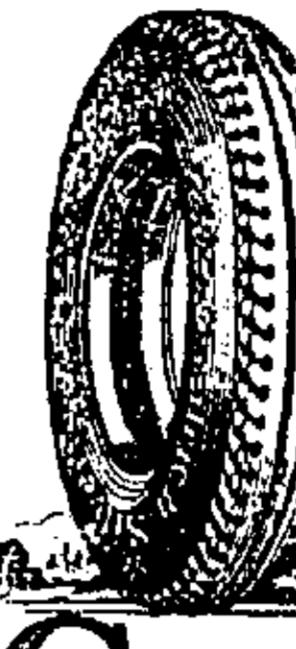
If the approval of Parliament can be obtained England will probably soon have its first fast motor road, the proposal on foot being to construct a special highway for motor vehicles from London to Brighton. Then, if this proved a success, similar tracks will be constructed in other parts of the country linking up important centres. A syndicate, known as Motor Roads, Ltd., under the chairmanship of Lord Askwith, has been formed for the purpose, and it is proposed to lay down two concrete one-way tracks; a charge of about 1/4d. per mile will be levied on private cars using the road. There will be no level crossings, all roads and railways, etc., being passed by means of bridges or tunnels, whilst all towns and villages will be skirted. There will be no pedestrian traffic and no speed limit. The first road, it is estimated, will cost three million pounds.

Compensation

Compensation has been recovered by the A.A. from the Belgian Government for a number of British motorists who were stranded with their cars in Ostend owing to the breakdown of a disembarking crane.

Some Velocity
"Cannon Ball" Baker, driving a Franklin Airman Limited car, has broken the record from Columbus, Ohio, to Marietta by covering the 114½ miles at an average speed of 54.67 m.p.h.

A mighty test of Goodrich Silvertowns



Public buses can show you the fact about GOODRICH SILVERTOWNS. They give—

—added mileage, yielding more deliveries from a single set of tyres.

—continuous mileage, freed from trouble, which gets deliveries to customers on time

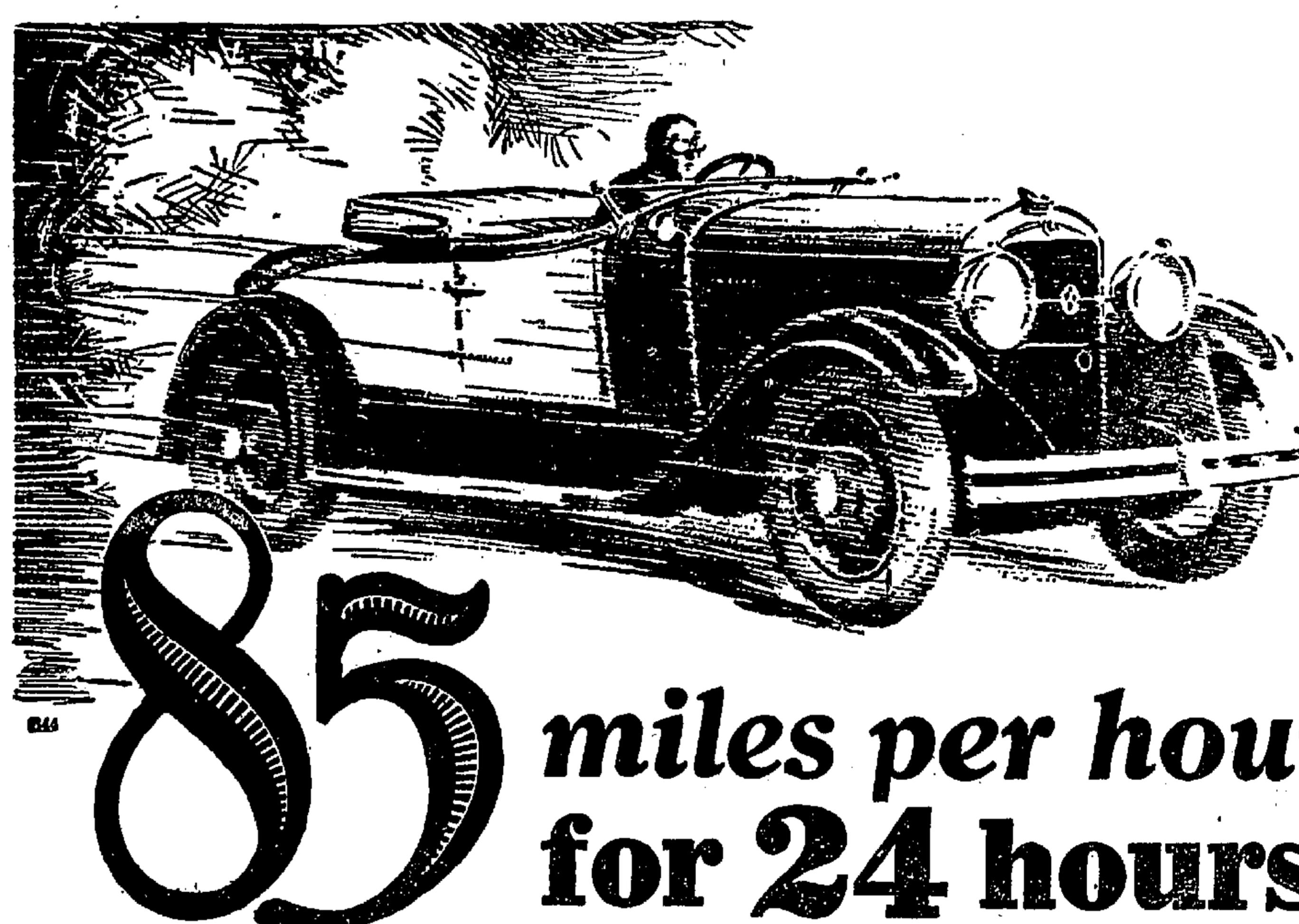
—sturdy mileage, caring little for rough going and heavy loads.

SOLE AGENTS:
UNIVERSAL MOTOR & SUPPLY CO.

22, Queen's Road Central

Telephone No. C. 4915.

ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.



85 miles per hour
for 24 hours!

TWO STOCK model President Eight Roadsters each completed 24 hours continuous running at speeds of 85.20 and 85.08 m. p. h.! This feat established 12 new official speed and endurance records for fully equipped stock cars. Added to 114 previously won, this gives Studebaker every official American record.

During its record run of 30,000 miles in 26,326 minutes, which re-

ceived official recognition by the International Association of Recognized Automobile Clubs (Paris), The President won 5 world records and 8 international records.

Studebaker's President Eight has proved its championship qualities in sales as well as in performance. Within six months after its introduction, it outsold every other eight-cylinder car in the world! Why be satisfied with less than a champion?

Studebaker's Four Lines
Studebaker builds four great lines of cars—The President (30,000 miles in 26,326 minutes); The Commander (25,000 miles in 22,968 minutes); The Director (30,000 miles in 4751 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4750.

STUDEBAKER

THE GREAT INDEPENDENT ESTABLISHED IN 1852

CONTROL

Lord Cecil's Stern Measure

SECOND READING GRANTED

The motorist had a bad time of it in the House of Lords to-day, writes the "Morning Post" Parliamentary Representative on Dec. 12. Boorishness, recklessness, and ignorance were freely imputed to him, and his doings were called a disgrace to civilisation and an outrage on humanity.

Equivalent structures were probably passed on inconsiderate drivers along the Appian Way. On the other hand, it is notable that the Assembly responsible for these latest censures itself uses motor cars almost to a man.

A second Cecil's Vehicles Regulation Bill, the purpose of which is to diminish accidents, struck the Peers as a mixture of freakishness and sound sense.

Into the first category went the suggestion to fit very chassis with a mechanical check on running speed, and tiny potholes near highway hairpin spots that would not only shatter traffic, but break its springs and axles.

But the provisions for examining into the skill and health of incoming drivers, for compulsory insurance against third party risks, and for frequently suspending the licences of the dangerous and incompetent, gained a good deal of favour.

300,000 Accidents

To prove that motoring had become a product of "almost incredible seriousness," Lord Cecil recalled that each year brought 300,000 road accidents, that ten persons were killed a day in daylight hours, and that every succeeding minute saw some mishap to person or property.

"So," he added grimly, "several accidents have already occurred during my speech."

His phrase about "children cowering in ditches" invoked a swift picture of the roads which he insisted are barred to many of the King's subjects. "I heard," he said, with that high-pitched break which comes in the voices of each of the three Cels, when indignation visits them, "of a car that can go 120 miles an hour. It is an outrage."

With the authority of the A.A., the Society of Motor Manufacturers, and many other organisations behind him, Lord Denman, a Liberal, asked the Peers to reject the Bill. His remedy lay in stiffer penalties for bad driving.

Incidentally, Lord Denman gave a free diploma to the London bus driver as the best on the roads and assured the taximan as highly skilful, but rather rash.

Lord Buckmaster, another Liberal, had quite a different tone; he is ready to try the motorist in his own petal.

The average car-owner's notion that pedestrians must scurry out of his way "like black beetles from a broom" the ex-Lord Chancellor denounced as a fantastic perversion of Common Law rights. "They cut ugly black scars, called motor-roads, through the face of the most beautiful country, and then," frowned Lord Buckmaster, "prevent others using them."

The former supreme head of the Judiciary has had the misfortune to be fined £1 for an inadequate number plate. Lord Buckmaster contrasted his penalty with the £2 fine on a drunken man who drove down Edgware-road. The Peers shared his indignation. They felt it monstrous that

(Continued on Next Column.)

STUDEBAKER TRIALS

Reliability & Endurance Demonstrated

AT BROOKLANDS

Brooklands, famous British motor speedway, was the scene of a series of trials held recently to demonstrate the high speed reliability and endurance of Studebaker and Erskine cars. The tests were made with strictly stock model enclosed cars and amateur drivers, and were held under official observation of the Royal Automobile Club.

In the first test run, which was held at Brooklands on September 18, an Erskine Six Sedan travelled 500.8 miles at an average speed of 60.4 m.p.h., or 500 miles in less than 512 minutes. An owner-driver, C. L. Sprouse, was at the wheel of the Erskine during the entire run.

Three Trials Held

On September 19, the second trial was held with a fully-equipped Studebaker Director Sedan. The Director, driven by G. A. W. Laird, amateur, covered 500.8 miles at an average speed of 60.4 m.p.h., equivalent to 500 miles in less than 497 minutes.

A Studebaker President Eight, fully equipped, was selected for the third test, which was held at Brooklands on September 28. Driven by C. W. Chambers, Studebaker Erskine dealer, the President travelled 503 miles at an average speed of 71.2 m.p.h. The test was completed on a wet track in blinding rain.

The British trials, which are all the more remarkable since each was made with an enclosed model, climax a year of tests with Studebaker and Erskine cars which are without parallel in automobile history. In the United States from August 6, 1927 to August 9, 1928, Studebaker and Erskine cars in test runs travelled 224,596 miles at speeds averaging more than 65 m.p.h.

During the year Studebaker won and now holds 6 official world records, 114 official American records and 48 official Australian records for speed and endurance.

Mr. J. S. A. Cardosa has been admitted to the European Hospital, Kuala Lumpur, for an operation.

Rolling down the Ratcliffe Highway.

Drunk, and raising Cain, can be managed nowadays for only £2, if the rolling is done in a motor-car.

Government Decision

Lord Balfour, with regretful memories of his coaching days, owned that he walked about London in hazard of his life—a hazard which one way traffic had aggravated; and then the Marquess of Londonderry summed up for the Government.

He refused the Bill, not because its ends do not command sympathy, but because its means are unsatisfactory. The Government, however, are "alive to the problem and giving it attention," and he reminded the House that a Royal Commission is sitting whose advice will be best to wait for. Certainly nothing can be accomplished in this final Session.

The Peers decided to allow Lord Cecil's Bill a second reading on the understanding that its drastic clauses are examined by the Royal Commission or a Select Committee. "Safety First" is the motto of the Upper House.

CARDIGAN TO CAIRO

School Teacher Drives to His Job

SPADEF vs. AUTOMATIC

The feat performed by Mr. J. Williams the young Welsh school teacher attached to the Secondary School at Cairo, in driving an Austin Seven overland through Europe, part of Asia, and so to Cairo, has created interest and admiration for car and driver.

Naturally, when one is "abroad" there is plenty of opportunity for comparison with the homeland, and Mr. Williams got on very comfortably through France and Germany, and describes his reception at the Austrian frontier as exceptionally cordial. Budapest presented a particularly attractive appearance, and he had opportunity for admiring the famous St. Gellert. St. Gellert seems to have come to a horrible end. For some reason not mentioned he was put into a barrel, the sides of which were covered with sharp spikes, driven in from the outside, and then from the top of the hill which now bears his name, he was rolled down into the Danube.

Mr. Williams expected to find a supply of petrol here. The petrol had arrived and he went to collect it. He then found (1) that it would take 24 hours before the Customs officials could be satisfied that it was "benzine"; (2) that the next day was a national holiday when no work was done, and (3) that the day after that was the usual weekly closing day. Mr. Williams became eloquent, dropping into his native tongue, and took the petrol away with him.

Outside Belgrade he stayed the night at a village hotel where the only food procurable was sour bread, a cucumber and "dunkel bier." The room opened on a yard where there were dozens of pigs, and the poultry roosted in the car during the night. Gypsies accompanied by fierce large dogs that attacked the tyres, frontier guards who suspected him of all sorts of spying propensities, and who insisted on being conveyed considerable distances to receive instructions from superiors before allowing Mr. Williams to proceed, were new and exciting incidents of the road.

He was forced to entrain the car for fifteen miles outside Constantinople, and says that after he reached Istanbul, and got his car out,

"At midnight I was eating the first real meal for three days." He got into trouble as soon as he crossed the Bosphorus and was fined fifteen pounds, Turkish, because he had failed to "register with the police."

He now had a miserable experience. His funds were low and he felt it. When approaching the Taurus route he had two unpleasant experiences. He engaged "guides" who led him astray; in the second instance he seems to have finished in a ravine which ended in a sheer wall of rock, and from which he had the greatest difficulty in escaping.

A Nasty Adventure

His funds had by this time been reduced to the sum of 14s. Further along the road, which was a bad one, Mr. Williams noticed a subsidence which he could not avoid, so he got out and with the use of a special spade he carried, eased the track a little. He saw three youths approaching, but they not only refused to give up the spade, but demanded Mr. William's money. He remarks: "That started it! It ended when the biggest tried to draw a big automatic which he carried underneath his coat. To do this he released his hold upon the spade, and that was when he made a mistake, for it was a very wieldy kind of spade."

He had some nasty experiences in the desert beyond Damascene, more than once the way was lost—on one occasion seven hours elapsed before the track was regained. On another Mr. Williams either fell asleep or dozed off so that after an all-night run, he found he must have turned the car's direction round, for he was 20 miles back on the road he had come instead of going forward. So he stopped and slept. At another time he got separated in the night from a "six wheeler convoy," and 60 miles from Ruthbah he met a police car which had been sent to look for him.

Money was awaiting him here, so he set off for Jerusalem. It was raining heavily and he enjoyed the change. He crossed Jordan at the Bridge of the Daughters of Jacob, went along the shore of the Sea of Galilee and saw below him the ruins of Capernaum, and on the other side the steep place where the Gadarene swine made their famous plunge. Undulating country was traversed before coming to Nazareth and the sinuous road drops to the plain of Jezreel to ancient Shechem and Jacob's Well.

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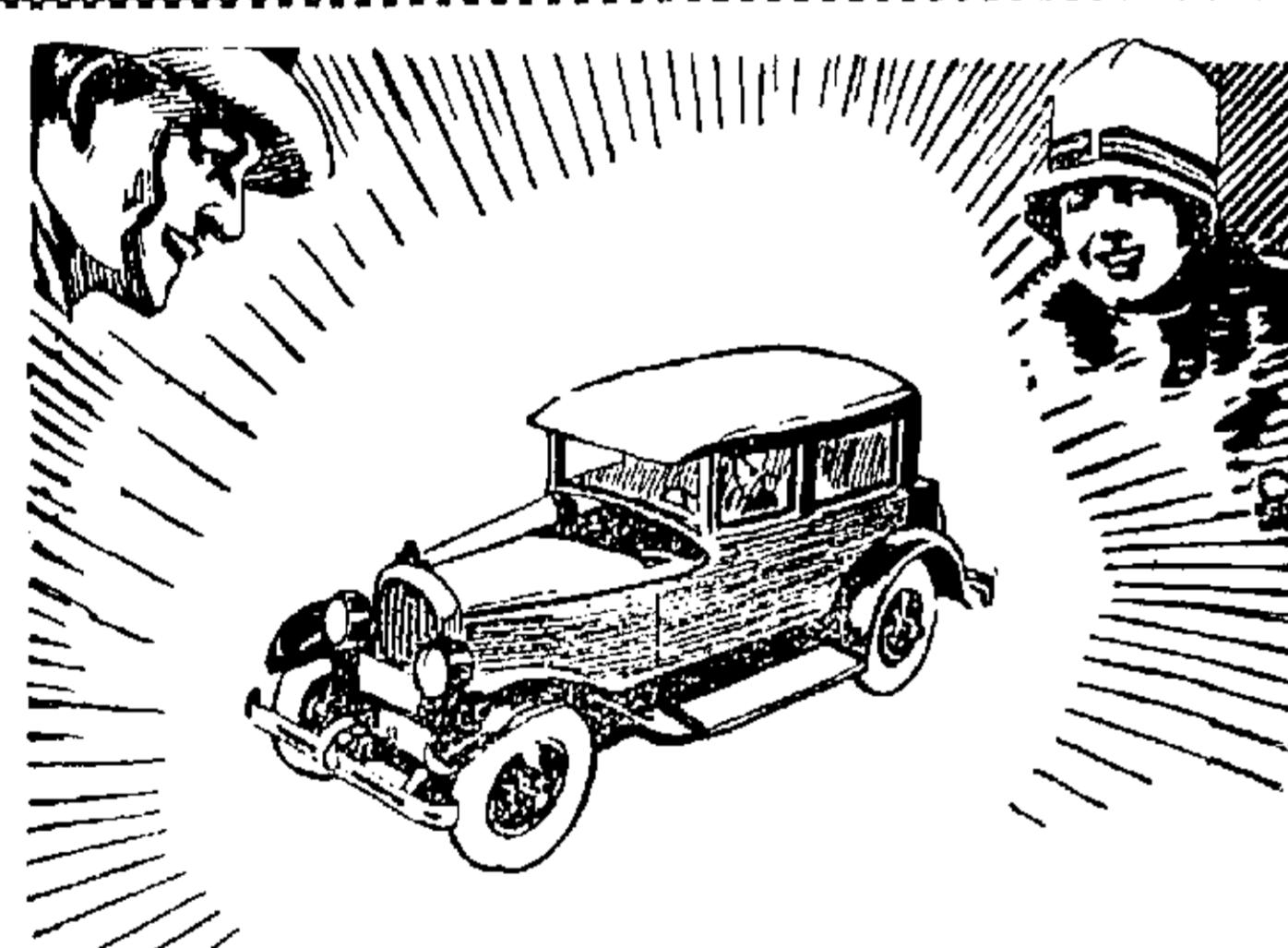
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DUCO
PAINTING

"SOME BRAKES"

During recent holidays, whilst a crowded bus was ascending the steep incline of Crag Brow, at Bowness, the clutch slipped and the heavy vehicle began to run backwards. Mr. G. N. Patterson, a local collector, was following the bus up the hill in his small Wolseley, though somewhat "crumpled," was able to carry on; but the stanchness of its brakes undoubtedly prevented what might have been a very serious accident.

was a five-tonner with thirty passengers aboard, ran back into the Wolseley, crumpling up the wings and damaging the front, but the small car bravely held its ground, and actually brought the large vehicle to a standstill, enabling the passengers to descend in safety. The small Wolseley, though somewhat "crumpled," was able to carry on; but the stanchness of its brakes undoubtedly prevented what might have been a very serious accident.

SAFER SALOONS

"The Motor's" Plea For Consideration

"INTERIOR" ACCIDENTS

"Every time I go in a saloon," exclaims the touring car enthusiast, "I think how frightful it is to be surrounded by so much glass. In a crash one would not have an earthly hope of coming out of it unscathed."

"Every time I go in a saloon I get a splitting headache," says another.

"I nearly stun myself by banging my head on the roof," mutters a third.

"What I hate about saloons," says yet another, taking part in the discussion, "is that I can never see out of them at night. The windows and windscreens seem to reflect the light from a thousand street lamps or from numbers of brightly lit shop windows, to say nothing of the lamps of other vehicles. Even in daylight, too, I cannot see out of many saloons because massive wooden windscreens pillars provide dangerous blind spots."

And so on and so forth, ad infinitum.

In the imagined utterances of the mythical motorists mentioned above we can certainly detect a strain of prejudice, concludes "The Motor." They are die-hard fresh-air merchants and it will probably be many years before, with the coming of age, their favour veers round towards the enclosed car.

Quite seriously, however, saloons, coupes, landaulettes—all forms of enclosed cars—have certain characteristic dangers which neither manufacturers nor purchasers can afford to ignore. Take the question of plate glass. At any moment, often through no fault of his own, a motorist may collide somewhat suddenly with a motorizing vehicle or stationary object. The first thing to go is generally the plate glass in the car, either of the windscreens or the windows, and flying fragments cut the occupants of the vehicle more or less seriously.

The Remedies

This danger is remedied at a fairly reasonable cost by fitting one of the well-known types of splinterless glass all round, but even so the risk can be minimized still more by reducing the amount of glass fitted in the first instance. The windscreens can be made as shallow as possible, thanks to a high bonnet and scuttle and a low roof. A high waistline and low roof also reduce the amount of glass necessary in the windows and doors, while in the rear quarters of the body there is no real need to fit windows at all.

The question of blind spots is also receiving much attention at the present time. Light steel frames for enclosed bodies reduce the necessity for massive roof supports to a minimum. Nevertheless there are still many bodies made in which the windscreens pillars and door posts are wide enough to conceal from the driver's view a pedestrian, say, who is stepping off the kerb a short distance up the road.

Then there is the question of reflections. A vertical screen reflects straight into the driver's eyes the light from the headlamps of any car coming up behind. The obvious remedy is a fairly thick blind over the rear window, but reflections are still likely to occur of street lamps, brilliantly illuminated windows, etc., on either side of the car. The only way, therefore, to make quite sure that they are eliminated is to tilt the windscreens. The windows are still liable to cause dangerous reflections unless they too, are tilted, but there is no reason why most graceful lines should not be obtained when the windscreens and all panes of glass are inclined.

Lack of Head-Room

Lack of head-room can cause unpleasant accidents. In fact, a prominent bonesetter of the "Motor's" acquaintance assured that paper that he had at least four cases a week passing through his hands where muscles had been strained and bruises experienced owing to leaving the seats of a saloon car and banging the head on the roof when passing over a hump-backed bridge, for example. The modern method of providing wells for the feet enables the occupants to sit lower in relation to the roof than was erstwhile possible, while there is loss bounces with pneumatic upholstery than with the older type of sofa spring. Suspension has much improved of recent years in addition, so that occupants of the rear seat are less likely to be thrown up towards the roof on the slightest provocation.

As regards ventilation and the question of noxious fumes reaching the interior of the body from the engine, American manufacturers have given a lead by taking their crankcase breathers down through the undershield, so that they expand at such a point as makes it impossible for the fumes to re-enter the body. Great care is taken also to close up the pedal slots and other

HENRY FORD

Floats A British Company

FACTORY AT CORK

The floating by Mr. Henry Ford of a British company with a capital of seven million pounds is an event of some importance in British industrial history, declares the "New Statesman." It evidently means the really serious entry of the Ford concern into the British market, from which it has been partly driven of late years by the McKenna duties and the growth of the British production of cheap cars. Mr. Ford's Irish factory at Cork, it is stated, is to be used entirely for the production of Fordson lorries and tractors, the existing Manchester plant is to be in the main an assembling and distributing centre for the North of England, while the big new factory that is to be built at Dagenham on the Thames will turn out mass produced cars for the British and other markets.

The new Ford is, of course, from the standpoint of the British car user, a different affair from the old; and it may be that Mr. Ford has in mind further adaptations of his product to British conditions. His entry into the market will hardly be effective on the proposed scale for some time yet; but it clearly represents a very powerful challenge to the British mass-producers who have imitated and adapted his methods. Apart from its influence on the motor industry it probably means a further accentuation of the road problem; for a car-war in Great Britain will almost certainly lead to a speeding-up of production all round, and a still more rapid increase in the number of vehicles on the roads. It has sometimes been suggested that the demand for motor cars in this country is not far off saturation point. Mr. Ford evidently does not think so.

—

POWDERED COAL RUNS CAR ENGINE

A new internal combustion engine has been developed in Germany which operates upon pulverised coal or oil. It has been also run satisfactorily on fuels made of dust of peat, rice husks and meal. The motor can be switched from coal to oil without stopping operation. For coal operation the pulverised dust is drawn into a chamber adjacent to the firing cylinder, compressed by air and then forced into the explosion chamber. The engine starts without other fuel than its powdered coal.

points where controls come through and general use of louvres in the bonnet ensures the rapid ingenious methods of ventilating cars are now in use, from scientifically designed draught-proof ventilators on the roof of air scoops in the scuttle, below the windscreens. Louvres on the tops of the windows are another feature which has come from America.

A Good Idea

There is also a marked tendency to lead the exhaust manifold forward and ring it down beneath the undershield close by the radiator, so that there is less likelihood of a leaky point between the manifold and the pipe, resulting in the escape of exhaust gases into the body.

Another point that might receive attention is the manner in which doors are mounted. In some saloons the doors are hinged on a common pillar in such a way that if one door is to be opened the other door has to be closed. In addition, little more attention should be devoted to the locking of these doors so that they cannot accidentally open when rounding corners or passing over uneven roads. It is undesirable, also, to hinge doors so that they swing outwards from the front when opened. The doors should always be hung in such a way that their inertia and the pressure of wind forces them shut should they fly open on the road. It is realized, however, that with many of the low, modern saloon bodies that are being turned out, it is not possible to hang the door from the front edge and yet retain easy ingress or egress.

How are coachbuilders and manufacturers combating the dangerous features of closed cars?

An inspection of 1919 model reveals a widespread use of unshatterable glass of various makes. Cushioning the head lining with sponge-rubber or even pneumatic upholstery is suggested as useful in minimizing the harmful results of bouncing, although this, in itself, is being reduced owing to improvements in springing and shock-absorbers. Sloping wind screens and thin metal screen-pillars are found in a large number of bodies, so that reflections are minimized and visibility improved, while blinds on the rear light, operated by means of a cord from the driver's seat, are becoming general.

MORRIS COMMERCIAL CARS

LIST OF LOCAL OWNERS.

| | |
|-----------------------------|-----------------------------------|
| Asiatic Petroleum Co. | 1-Type Z5 20 cwt. Tank Truck |
| Canton Government | 10-Six Wheeler 30 cwt. Transport |
| Cheung Mei Bus Co. | 1-Six Wheeler 18 pas. Bus |
| Cheung Mei Bus Co. | 8-Type Z6 16 pas. Buses |
| China Motor Bus Co. | 2-Type Z5 16 pas. Buses |
| Dadwell & Co., Ltd. | 1-One ton Open Body Truck |
| Kowloon Motor Bus Co. | 2-Type Z5 16 pas. Buses |
| Nam Hing Motor Bus Co. | 1-One ton 12 pas. Bus |
| "Nestle Chocolate" | 1-One ton Panel Truck |
| Buttonjee & Son, Ltd. | 1-Type Z5 30 cwt. Open Body Truck |
| Sincere Co. | 2-Type Z5 30 cwt. Trucks |

1-TON MODELS.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 28 at 3,200 Revolutions.
Piston Displacement 282 Cubic Inch. Wheel-Base 122 Inches.
Speed 40 M.P.H.

| Model | F.O.B. Nett Weight | Factory Price | Extras | Shipping Delivery | Hong Kong Price |
|--------------------|--------------------------|------------------|--------|----------------------|--------------------|
| Chassis | 2,184 lbs. | £185 | £34 | £26 | £245 |
| Lorry | 2,912 " | 226 | 27 | 42 | 295 |
| Standard Van | 3,136 " | 236 | 27 | 62 | 325 |
| Van De Luxe | 3,1.6 " | 250 | 27 | 63 | 340 |
| Tipping Lorry | 3,248 " | 240 | 27 | 43 | 310 |

Hong Kong Price includes:—Spare Wheel, Tyre & Tube, Speedometer, Electric Horn, Tools, also 12-volt Electric Lighting & Starting (514), Oversize Tyres (8), Mileometer (5), Windscreens & Scuttle Dash (4), Bumpers, Bulb Horn & Mirror (2), Fenders (1), Instruction Book, etc.

SUPER 20/25 CWT.—R TYPE.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 30 at 3,200 Revolutions.
Piston Displacement 333.27 Cubic Inch. Wheel-Base 128 Inches.
Speed 45 M.P.H.

| Model | F.O.B. Nett Weight | Factory Price | Extras | Shipping Delivery | Hong Kong Price |
|---------------------|--------------------------|------------------|--------|----------------------|--------------------|
| Chassis | 2,576 lbs. | £228 | £24 | £28 | £270 |
| Standard Truck | 3,304 " | 270 | 12 | 43 | 325 |
| Standard Van | 3,682 " | 288 | 12 | 55 | 365 |

Hong Kong Price includes:—Spare Wheel, Electric Horn, Tools, also 12-volt Electric Lighting & Starting (52), Spare Tyre & Tube (7), Mileometer (5), Windscreens & Scuttle Dash (4), Bumper (2), Bulb Horn & Mirror (2), Fenders (1), Instruction Book, etc.

T.X. 30 CWT. MODELS.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 30 at 3,200 Revolutions.
Piston Displacement 333.27 Cubic Inch. Wheel-Base 166 Inches.
Speed 45 M.P.H.

| Model | F.O.B. Nett Weight | Factory Price | Extras | Shipping Delivery | Hong Kong Price |
|-------------------------|--------------------------|------------------|--------|----------------------|--------------------|
| Chassis (5-32 x 6) | 3,192 lbs. | £286 | £41 | £33 | £360 |
| Chassis (7-33 x 5) | 3,248 " | 296 | 41 | 38 | 370 |
| Chassis (5-34 x 7) | 3,304 " | 310 | 42 | 33 | 385 |

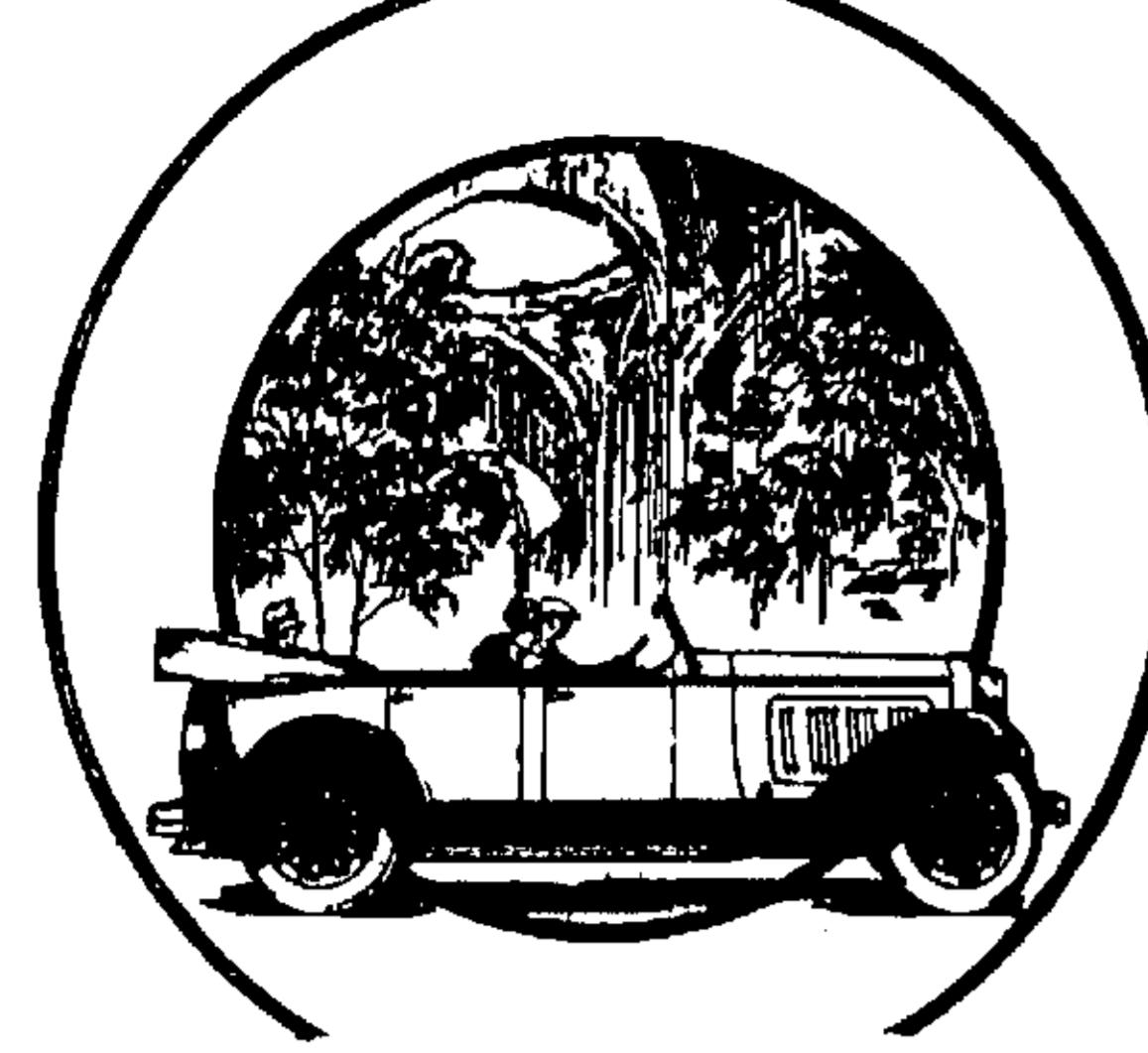
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BEAN.—Lane, Crawford, Ltd.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road, C. 4759.

CHANDLER.—The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C. 4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

CLYNO.—Lane, Crawford, Ltd.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

DODGE.—South China Motor Car Co., 484, Queen's Road, W. Tel. C. 5674.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.

FORD.—Wallace Harper & Co., Ltd.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

HILLMAN.—Lane, Crawford, Ltd.

HUMBER.—Lane, Crawford, Ltd.

MORRIS.—Hongkong Hotel Garage, Queen's Road, C. 4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

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ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C. 4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C. 4759.

VAUXHALL.—Lane, Crawford, Ltd.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.

BEAN.—Lane, Crawford, Ltd.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C. 4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORDSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.

GRAHAM.—South China Motor Car Co., 484, Queen's Road, W. Tel. C. 5674.

GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road, C. 4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C. 4759.

MOTOR CYCLES

B. S. A.—The Singer Co., Ltd., Des Voeux Road, C. 1067.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.

HUMBER.—Lane, Crawford, Ltd.

MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.

NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

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RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

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TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, C. 4759.

ACCESSORIES.—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4916.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 39, Wong Nei Chung Road, Happy Valley, C. 1247.

GOODRICH TYRES.—Universal Motor & Supply Co., 22, Queen's Rd. Tel. C. 4916.

MICHELIN TYRES.—Goeke & Co., China Building, C. 2221.

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LUBRICATION**Motor-Car Engine Advice**

(By Mr. L. A. Parker)

Illustrated by lantern slides, a paper on the lubrication of motor-car engines was read on Tuesday evening by Mr. Lewis A. Parker, M.I.Mech.E., M.I.Mar.E., of the Vacuum Oil Co.) at the Institution of Engineers and Shipbuilders. The gist of his remarks follows:

No machine can work without lubrication, and too much attention cannot be paid to it, as the life of a motor car depends upon the quality of oil used. There is, however, a difference between "Lubrication" and "Correct Lubrication." There is a long distance from a "no-trouble" standpoint to perfection in operation, and it is only by carefully analyzing the actual conditions, and using specially selected oil, that perfect results can be obtained and maintained.

Avoid Trouble

Buying oils by "specification" is a mistake. It is quite possible to make an oil to a specification—or near enough—which will destroy your engine. The fact that it is up to specification is no guarantee of its lubricating value.

Another thing, it is common to refer to different grades as Light, Medium or Heavy, and oils are often compared and bought on that grade. There is no universal standard of designation, and as long as refiners use their own standards, if you ask for a Medium oil, you may get Medium as far as that refiner is concerned, but it may be another refiner's Light or Heavy. To avoid any trouble, you should always ask for oil by brand, names and grade.

Three Functions

There are three principal functions of lubricating oil.

Firstly—it must lubricate, i.e., it must form a film between the working surfaces, thus eliminating solid friction, and replacing it by the lesser fluid friction, preventing wear of parts, and loss of power.

Secondly—it must make the piston gas tight, i.e., it must seal the piston so that the gases of explosion cannot leak past, otherwise you lose power—which means more fuel for the same output—which means more money.

Thirdly—it must be able to transmit heat. The heat from the piston must pass through the film of oil which is between the piston rings and cylinder wall, in order to be taken away by the cooling water. Now oil is not generally a good conductor of heat, and therefore you must use an oil properly prepared if it is to perform this function.

Temperature

There are three conditions which must be fulfilled in order to secure the best results:

The oil must be of good quality.

It must be of the correct body and character, i.e., correct grade, to meet the design, construction and operating conditions of the engine, and

It must be used in the proper way.

There are many factors of engine design, construction and operation which affect the selection of the correct grade for any particular unit. In many instances the exact influence of some one or several of these features can be determined only by extensive test work. Experience has shown, however, that there are four fundamental factors which must be considered in analysing the lubricating requirements of any engine, and these factors are classified as follows:

- (1) Operating temperatures.
- (2) Oil distribution.
- (3) Piston ring seal.
- (4) Carbon sensitivity.

The chief factor affecting the engine temperature is the service which it performs. The heavier and more constant the load, the more fuel will be burnt, and consequently the engine temperature will be higher. For example, the air-craft engine running continuously with full throttle, means high temperature. A tractor working at full load, and slow speed, means high temperature. The usual motor car engine is rarely operated at full load for any considerable period; when, however, it does, it moves at high speed where it gets ample cooling draught; it is subjected to frequent slowing down—which is comparatively light service resulting in moderate temperature.

Engines Differ

Engines differ very much from the temperature stand-point, and in order that the right oil be selected each engine should be carefully analysed. If the combination of these factors indicate high operating temperatures, a heavy body lubricant is desirable. If, however, only moderate temperatures are indicated, oils of greater fluidity will provide adequate lubrication.

Oils of light body are easily atomized to form a fine mist—heavy bodied oils resist this pro-

cess which is essential in some lubrication systems.

Whatever oil is used, it must be of such a body that the lubrication system employed will distribute it to all the moving surfaces under the most severe conditions—when the oil is cold. Consequently the lubrication system must be carefully considered and analysed before a selection can be made.

All Differ

All oils offer a certain resistance to motion, and the more viscous they are, the greater is this resistance. Too heavy an oil should not be used as it creates a friction drag, reducing engine efficiency. The pistons move up and down in the cylinders at a high rate of speed, and in doing so they shear and displace the oil on the cylinder wall, and the loss due to this excessive oil drag amounts to several horse power. So if we use an oil more viscous than is required to prevent "blow-by" we waste power in overcoming the oil drag.

All fuels and lubricating oils contain carbon, as they are formed by the chemical combination of carbon and hydrogen in various proportions. There is no such thing as a "no-carbon" oil, and the heavier the oil, the more carbon.

Power and Economy

The amount of power, and degree of fuel economy which can be obtained from an engine depend on the compression pressure. The higher we can make this, the more efficient is our engine, but under normal conditions with present day fuels, we cannot go much over 80 lbs. pressure without the engine being sensitive to "knocking."

It only requires a slight deposit of carbon in a high compression engine to do this, and it is quite feasible that such an engine may be very economical in oil consumption compared with an engine of low compression.

So we have to consider "knocking" from a lubrication standpoint—if the engine is one which is sensitive to carbon deposits, we must use a clean burning oil, on the other hand, if the engine is not sensitive and the working conditions severe, a heavy oil may be used without any detrimental effects.

Common Idea

It is a common idea that when an engine becomes worn, a heavier grade of oil is advisable to get better sealing and economy. You cannot expect oil, regardless of its body, to take the place and do the work of metal that has worn away; you cannot seal defective rings and slack pistons with oil. Besides, to put in a heavier oil is to invite trouble from imperfect distribution; objectionable carbon formation; power loss from excessive oil drag, with corresponding fuel waste.

If an incorrect oil has been used in the first case—say a lighter bodied oil, better results will be obtained by changing to the heavier, correct grade.

The proper procedure is to replace the worn parts, put the engine in good condition and use the correct oil.

Essential Problem

Provide a small drain at the lowest point of the crankcase, and draw off some of the oil at intervals, after the engine has been standing, into a clean, clear bottle. Allow it to stand and separate. If water comes out first, let it run away. Early in the morning, after the car has been standing for some hours is a good time to do this.

If the separation should show sludge, it would be advisable to thoroughly clean out the crankcase, and remove every trace of deposit.

The essential problem of lubrication is to supply the maximum quantity of oil to the bearings without too much being thrown on the cylinder walls. Most pressure oiling systems fulfil the first of these requirements, and if the oil pressure is reasonably low, suitable splash guards fitted, piston rings pegged, the cylinder lubrication will not be excessive.

A "Don't"

With pressure oiling systems, main and crankpin bearings have worked for long periods without any wear, a result which cannot be obtained with splash lubrication, where a slight alteration of oil level means either over or under lubrication. The margin of safety is undoubtedly greater with pressure systems.

Many people think that a drop in pressure means a lack of lubrication, and adjust the by-pass to give more pressure. By doing this, they pass more oil through the bearing clearances and on to the cylinder walls—which means over lubrication!

The correct procedure is to adjust the relief valve so that more oil will pass through it, and less to the bearings.

Don't carry a higher pressure than is absolutely necessary, and this can be ascertained by careful recording of the mileage and examination for carbon.

Best Remedy

Where over lubrication increases gradually with a corresponding drop in pressure, an al-

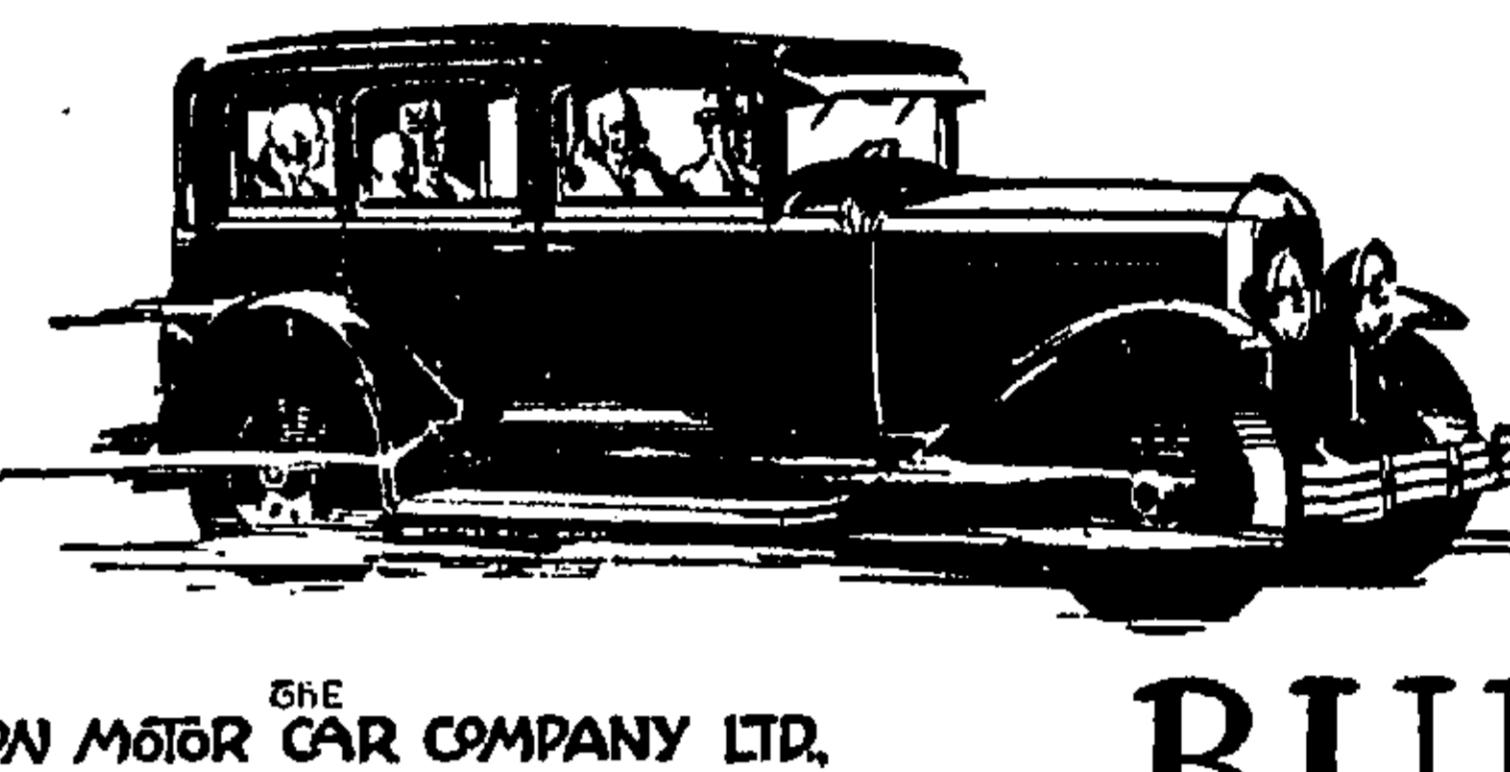
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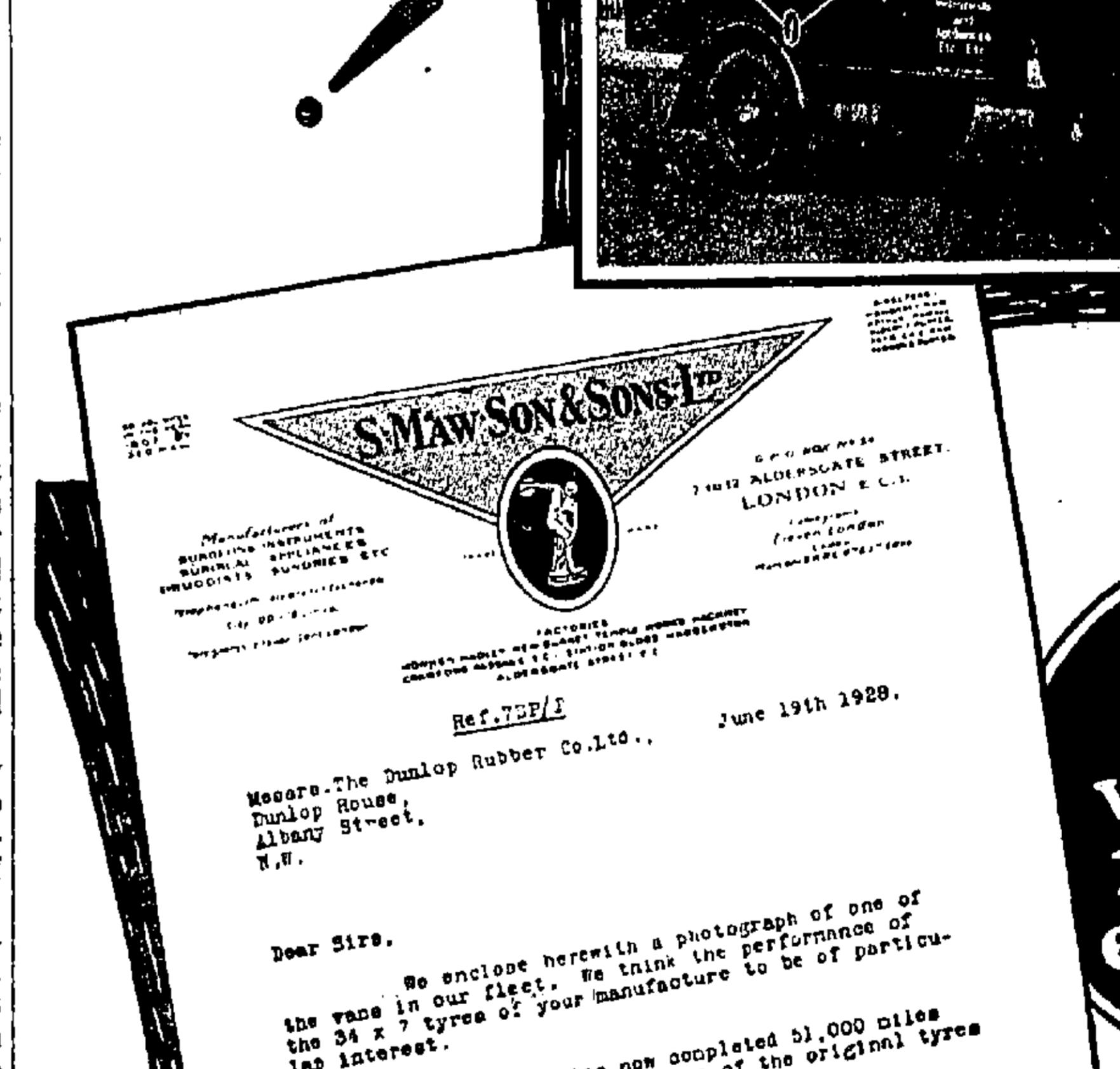
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Hongkong Sunday Herald.

號十月二年九十二百九十一英 HONG KONG, SUNDAY, FEBRUARY 10, 1929. 日一初月元巳已國民華中

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THE WEEK'S NEWS

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CHINA NEW YEAR

Hong Kong In Festive Array

ANNUAL FUSILLADE

Carnivals At The Principal Hotels'

In spite of the annual fusillade of firecrackers, which began yesterday afternoon and continued until midnight, the "Sunday Herald" managed to come out this morning to wish its Chinese readers "Kung hay fat choy."

Shops began to "dress" for the occasion with decorations, new lanterns and a change of "joss" trimmings for their signboards.

The alarmists were worsted because there had been no big smash in business up to a late hour. Money was tight, but late shoppers were as plentiful and as keen as in previous years.

Many Europeans rubbed shoulders in the bazaar, where numerous trades reported encouraging turn overs.

From the most imposing building to the smallest house, from steamers down to humble junks, everything that could show the New Year spirit was made to do so.

Red, as always, was the predominating colour. Those who gathered their festive purchases in the small hours of the morning insisted on red packing, even if they had to wait.

At The Hotels

China New Year Eve celebrations began at the various hotels yesterday afternoon, when large numbers were present at the tea dances held at the Hong Kong Hotel, Hotel Savoy, and Peninsula Hotel, which started at each place at 4.30 p.m. These, however, were the usual week-end tea dances, and there was not much by way of special decorations.

In the evening, the hotels were in more festive array, and catered well for those keen to celebrate China New Year Eve "with the crowd." There were no fewer than two Carnivals and four Dinner Dances last night, all of which were well patronised by the Chinese of the "younger set," whilst there were also many other national present.

The Carnivals

The Carnivals were at the Hong Kong Hotel and Repulse Bay Hotel. At both these places the decorations were of an appropriate nature, being semi-Chinese in conception and very attractive, with pretty hangings, flowers and plants, the importance of which to the Chinese at New Year time corresponds with that of the mistletoe and holly which are given pride of place by foreigners at Yuletide.

There were also little nooks suggestive of "Joss" shrines, and the illumination was in keeping with the decorations, whilst the lady dancers added further colour to the animated scenes with their pretty costumes.

A very merry evening was spent by all who attended, there being plenty of Carnival novelties to add to the enjoyment of the dancers. The music at both places was selected, including pieces with a delightful and unmistakable Oriental undercurrent, which was decidedly appropriate to the occasion.

Dancing continued until midnight, after which hour strings of motor cars carried the tired but happy merry-makers to their homes, where the business of firing crackers and other family festivities was carried on until "the wee sma' hours."

Dinner Dances

Accommodation at the two Carnivals was fully booked up several days previously and the management of the two hotels concerned had reluctantly to turn many away—those who had been undecided until the last minute.

They found their way to the Dinner Dances held at other places of entertainment, where they mixed with the regular patrons and spent a very enjoyable evening.

Dinner Dances last night were held at the Peninsula Hotel, Lane, Crawford's restaurant, King Edward Hotel and St. Francis Hotel, at all of which accommodation was heavily taxed.

At all these places there were special decorations of a seasonable nature, excellent menus, and fine dance music. Dancing continued until midnight when the merry-makers had reluctantly to leave, regretting that the de-

ON HIGH SEA

The Attack on Sgt. Kerr Recalled

BOYLE COMMITTED

Yesterday morning, Mr. R. E. Lindsell, on the application of Mr. H. Somerset Fitzroy, Assistant Attorney-General, committed for trial at the February Criminal Sessions, Private James Boyle of the King's Own Scottish Borderers, who has been held by the police for a considerable time in connection with the alleged stabbing of Sergeant A. Kerr, of the same regiment, on board H.M. Transport "Somersetshire" whilst on the high seas between Aden and Colombo on the night of October 19-20 last.

Originally charged with attempted murder, the indictment against Boyle had been reduced to one of causing grievous bodily harm," on which he will stand his trial before judge and jury.

Nothing definite is known at present of the Sergeant whom Boyle is alleged to have stabbed in the ribs with a mess knife. He was landed and taken to hospital at Colombo in a critical condition.

The last news heard of him, about three weeks ago—was that he had been again placed on the danger list after he had been pronounced to be on the way to recovery in the previous week.

In the absence of further news since then, it is surmised that Sergeant Kerr is still in a bad way, and unable to make the journey to Hong Kong at the present time.

From fragmentary information gleaned from reliable sources, it seems that the hitch was due to two main points, namely:—

1.—Japan's proposal to put on record the verbal agreements regarding the expression of apologies and payment of compensation (in connection with the Tsinan imbroglio).

2.—Imperfect understanding regarding mutual concessions and mutual elimination of compensation.

The Japanese authorities appear to be hopeful as to the outcome of an interview which is expected early next week between Dr. Wang and Mr. Yoshizawa.—Reuter.

MAIL NEWS

Official Intimations During Holidays

The following mails are due during the holidays:—

From Europe, via Nagapatanam (papers only) "Talamba" to-day.

From U.S.A., Honolulu, Japan & Shanghai—"President Madison" tomorrow.

From Manila—"President Cleveland" to-morrow.

From Japan—"Takliwa" to-morrow.

From Saigon—"Compiègne" on Tuesday.

Outward

Swatow, Amoy and Formosa—9 a.m. to-day.

Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco and Europe via Siberia—noon to-morrow.

From Manila—"President Cleveland" to-morrow.

From Japan—"Takliwa" to-morrow.

From Saigon—"Compiègne" on Tuesday.

Under the State Monopoly Fund Bill, which has passed through the Romanian Parliament, foreign capital will be admitted on an equal footing with Roumanian capital for the purpose of exploiting State undertakings.

New legislation is to be introduced dealing with the economic situation and when this has been adopted, there will be created large possibilities for the investment of foreign capital, including the very necessary reorganisation of the railways, the telegraph and telephone system, and of Roumania's maritime and Danubian ports.—Reuter.

Lightful evening had passed all too rapidly.

There was a lot of enthusiasm everywhere at midnight, and at many places strings of crackers were fired for good "joss."

Club Dances

Both the Club de Recreio at King's Park, Kowloon, and the Craignegowar Cricket Club, at Happy Valley, held special China New Year Dances, at which the members and many of their Chinese friends had a very happy time until a late hour.

Postal Arrangements

To-day the General Post Office and Branch Post Offices will be entirely closed.

To-morrow and Tuesday, the General Post Office will be open from 8 a.m. to noon; Kowloon Branch Post Office from 8 a.m. to 11 a.m.; and Wanchai, Sheungwan, Salingyung, Yaumati, Shamshuipo and Kowloon City Branch Post Offices from 8 a.m. to 9 a.m.

There will be one collection from the pillar-boxes, and one delivery of ordinary correspondence each day as on Sundays, and one delivery of registered correspondence each day at 9 a.m.

The Money Order Office will be entirely closed during the holidays.

NOT A BREAKDOWN

Japanese Negotiations at Shanghai

HITCH DUE TO TWO POINTS

Official Views on Chances of China Settlement

Tokyo. Yesterday.

Pending receipt of an official report, Japanese official circles are inclined to believe that Press despatches alleging a breakdown in the negotiations between Dr. C. T. Wang (the Chinese Minister for Foreign Affairs) and Mr. K. Yoshizawa (the Japanese Minister to China) are more pessimistic than warranted.

Japanese official circles profess to be confident that these Sino-Japanese negotiations have not completely broken down (an earlier report from Shanghai had mentioned a definite deadlock) and think that there is only a temporary hitch which can be remedied after a few more conferences.

Resumption This Week?

Although he is reticent in regard to reports from Mr. Yoshizawa which have been received to date here, Mr. Mori (Parliamentary Secretary for Foreign Affairs), in a Press interview, asserted that he does not regard the breakdown in Friday night's negotiations as a complete rupture. Mr. Mori added that Mr. Yoshizawa will remain in Shanghai and attempt to resume the conversations with Dr. Wang.

From fragmentary information

gleaned from reliable sources, it seems that the hitch was due to two main points, namely:—

1.—Japan's proposal to put on record the verbal agreements regarding the expression of

apologies and payment of compensation (in connection with the Tsinan imbroglio).

2.—Imperfect understanding re-

garding mutual concessions and mutual elimination of compensation.

The Japanese authorities appear to be hopeful as to the outcome of an interview which is expected early next week between Dr. Wang and Mr. Yoshizawa.—Reuter.

IMPORTANT DEVELOPMENT

Bucharest, Friday.

An interesting statement has been issued to-day by M. Madgearu, the Minister of Industry, in the course of which it is stated that as the result of the stabilisation of Roumanian currency, Roumania will shortly re-enter the economic life of

the world.

Under the State Monopoly Fund Bill, which has passed through the Romanian Parliament, foreign capital will be admitted on an equal footing with Roumanian capital for the purpose of exploiting State undertakings.

New legislation is to be introduced dealing with the economic situation and when this has been adopted, there will be created large possibilities for the investment of foreign capital, including the very necessary reorganisation of the railways, the telegraph and telephone system, and of Roumania's maritime and Danubian ports.—Reuter.

PORTRAIT OF SIR H. MAY

The annual meeting of the European Y.M.C.A. will be held at Kowloon, on Thursday, Feb. 21, at 6 p.m., to receive the annual report and balance sheet and to elect three Directors.

H. E. the Governor, Sir Cecil Clementi, K.C.M.G., has consented to unveil a portrait of the late Sir Henry May, G.C.M.G., former Governor of Hong Kong, who was for twelve years the President of this Association.

Recommendations

We further recommend that the

Harbour Master, or some other officer, be authorised and instructed by the Government to deal directly and promptly in matters of this kind.

Also, that the Police patrol boats should be of a type sufficiently seaworthy to undertake hazardous rescue work of this nature—as they appear to be the only craft in harbour that are available at all times—and the men in charge of these boats should be sufficiently qualified to handle them in rough seas.

Coroner Concurs

The Coroner concurred with the Jury's verdict and promised to forward their recommendations to the proper authorities.

FOKKER'S LOSS

Wife Killed in Fall From Window

NEW YORK TRAGEDY

New York, Yesterday.

Mrs. Viola Fokker, wife of the

Dutch aeroplane inventor, fell from

a window on the fifteenth floor of her apartment at River Side Drive and was killed.—Reuter's American Service.

GENERAL METZINGER

Moji, Yesterday.

The M.M. steamer "General Metzinger" was towed away, bound for Nagasaki, this morning, and will be docked at the Mitsubishi Dockyard.—Reuter.

Printed and published for the Proprietors, the Hong Kong Herald Publishing Company, by DAVID CHRISTIAN WILSON, business manager, at 8a, Wyndham Street, Hong Kong.

"HSINWAH" VERDICT

The Inquiry Closes At The Magistracy

JURY'S RECOMMENDATIONS

Government To Inquire Into Broadcasting Question

The inquiry held into the death

of an unidentified Chinese male, one of the victims of the "Hsin-wah" disaster, was concluded at the Central Magistracy yesterday morning, when an open verdict of "Found Drowned" was returned by the special Coroner's jury comprising Captain A. W. Davison (foreman), and Messrs. J. W. C. Bonnar and Wong Kwong-tin. Several recommendations were made.

At the outset of yesterday's sitting, the Coroner (Mr. R. E. Lindsell) addressed the jury.

He said that he regretted that owing to indisposition, he was not able to proceed with the inquiry on Wednesday afternoon last. It was impossible now, he added, to call evidence from the a.s.s. "Soochow," which had already gone out of the harbour. However, he was quite satisfied from the evidence by Divisional Inspector J. Ogg of the Inquiry who had made in connection with the "Soochow" that the officer on watch on that vessel at the material time, could not have possibly seen either the lights of the "Hsin-wah" or any of the rockets which she had sent up as distress signals.

His Worship added that it seemed doubtful whether or not the officer concerned had made such a statement to the Press. He might have made some vague statements, such as that he must have seen or thought he had seen the lights, or something to that effect, but nothing definite.

Jury's First Duty

Proceeding to deal with the business of the Court, Mr. Lindsell said that the jury's first duty was to attempt to establish the identity of the deceased man (the subject of the inquiry), and to determine the cause of his death. His Worship thought that there was no doubt that the deceased was a passenger of the "Hsin-wah" rather than a member of the crew.

Mr. Lindsell then dealt with the sinking of the "Hsin-wah" and in this connection said that there was not sufficient evidence before the jury for them to determine what was the actual cause of the sinking—whether it was a mishap due, for example, to failure of the starting gear, or to negligence (criminal or otherwise) by the officer in charge of the ship.

His Worship said that in the circumstances, the only safe verdict the jury could return was that the deceased was found drowned. The jury could add any rider to their verdict if they wished.

The Finding

The finding of the jury was read by the foreman as follows:—

Owing to the death of the captain, the officer on watch and the quartermaster who was at the wheel at the time of the disaster, we are unable to state the cause of the ship stranding.

We therefore return as our verdict:—"That the cause of the victim's death was 'found drowned' as a result of the ship's sinking."

During the course of hearing of evidence, it has been forcibly borne upon us that the present system of disseminating and broadcasting signals of disasters is much too cumbersome to ensure prompt assistance to ships in distress.

Had the news of